

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No 4870

號一十月五年一十三光緒

FRIDAY, JUNE 23, 1905.

五拜禮

號三十月六年英港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,720,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKYO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.
SAN FRANCISCO. NEWCHANG.
BOMBAY. MUKDEN.
TIENSIN. PORT ARTHUR.
PEKING. CHEFOO.
Kobe. DALNY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd May, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$18,000,000
STERLING RESERVE \$18,000,000
SILVER RESERVE \$8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
K. GOETZ, Esq.
G. H. MEDHURST, Esq.
A. J. RAYMOND, Esq.
F. SALINGER, Esq.

CHIEF MANAGER:

Hongkong: J. R. M. SMITH.

Shanghai: H. E. R. HUNTER.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL: Sh. Tael 7,500,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tientsin, Calcutta, Tientsin.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, UNION OF LONDON AND SMITHS BANK, LTD. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 15th May, 1905. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS GOLD \$10,000,000
AUTHORISED GOLD \$3,500,000
CAPITAL PAID UP GOLD \$3,500,000
RESERVE FUND GOLD \$3,500,000

HEAD OFFICE:

NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, UNION OF LONDON AND SMITHS BANK, LTD. BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road, Hongkong, 26th May, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895

Shanghai Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

HEAD OFFICE: SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places; and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

4 1/2 " " " 6 " "

5 " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

" " " 6 " " 3 " "

" " " 3 " " 2 " "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [24]

ALL SUFFERERS FROM NERVOUSNESS AND GENERAL DEBILITY SHOULD TRY OUR NERVE PILLS.

THEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

THE PHARMACY.

56, QUEEN'S ROAD CENTRAL, Hongkong.

Hongkong, 28th March, 1905. [43]

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. FORMOSA. June 24th. Freight and Passage. (Passing through the Island Sea). B. W. H. Snow.

SHANGHAI. CHUSAN. About 30th. Freight and Passage. H. W. Kennick, R.M.R.

LONDON & C. NUBIA. July 1st. See Special Advertisement. F. J. Fox.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES. PALERMO. About 7th. Freight only. E. G. Andrews.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 23rd June, 1905. [2]

Entimations.

LANE, CRAWFORD & CO.

Without Doubt this is the Finest Blend of TEA at the Price, to be had in China.



LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED FOOCHOW TEA.

PRICES:

Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

Hongkong, June 16th, 1905. [34]

KÜPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Küpper, and see that you get it.

CALDBECK, MACGREGOR & CO., SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL, Hongkong, 6th June, 1905. [17]

E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness, Estimates cheerfully given.

OUR PROPELLERS

Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO., W. H. ALLEN & SON'S ENGINEERS, BEDFORD, H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK" Hongkong. Telephone No. 358.

12, Beaconsfield Arcade, Hongkong. Hongkong, 1st February, 1905. [30]

Entimations.



57]



TRY IT

"CLUB"

THAT'S ALL.

Pronounced the best Scotch Whisky at the price on the Market.

Per Dozen \$14.00

H. PRICE & CO., 12, QUEEN'S ROAD.

Hongkong, 22nd June, 1905. [36]

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES, Acting Manager. [30]

Hongkong, 7th February, 1905.

VICTORIA HOTEL, SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

W. W. FARMER, Proprietor.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKER, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 7th March, 1905. [44]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.30 p.m. Every 15 minutes.

9.30 p.m. to 10.00 p.m. Every 15 minutes.

10.00 p.m. to 10.30 p.m. Every 15 minutes.

10.30 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 11.30 p.m. Every 15 minutes.

11.30 p.m. to 12.00 a.m. Every 15 minutes.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 23.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
Telegrams, "Dook, Yokohama," Codes A. B. C. 4th and 5th Ed.
Liebers, Scotts. A. I. and Watkins.

Yokohama, May 23rd, 1905.

C. W. MEAD, C. E., President and	N. M. HOLMES, C. E., Vice-President and	A. F. CARRICK, C. E. General Manager,
--	---	---

Shanghai Manager. Hongkong Manager. Manila.

ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS

HONGKONG, SHANGHAI AND MANILA.
Cable Address: WERRICK, HONGKONG.

Hydraulic Mining and Sanitary
A Speciality made of Reinforced Concrete and Concrete Piles.
Examinations, Surveys, Reports and
On all Railway or Proposed Construction

**"MINIMAX"
HAND
FIRE EXTINGUISHER.**



F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand-Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
 Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

Is Self-acting.
Destroys all smoke.
Can be used by anyone, even lady

IMPORTANT-POINTS FOR CONSIDERATION.

"MINIMAX"

Always ready for immediate use.
Requires only one hand to hold.
Weight only 1 lb. when full.

Minimum of Price, Weight and Size. Maximum of simplicity and effect.
 Hongkong, 10th M. y. 1905. (S)



EYES RIGHT!

RIGHT!

N. LAZARUS, OPTHALMIC OPTICIAN,

10, D'AGUILAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
37, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
Hongkong, 24th March, 1924.

[40]

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE
KOHU CON HOTEL

KOW LOON HOTEL
KOW LOON J. W. OSBORNE.

39] **ROWE & SON** Proprietors and Managers.
HOTEL CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.
For Terms, &c., apply to the

HONGKONG, 2nd July, 1900. MANAGER. (28)

Telegraphic Address: **CONNAUGHT** Telephone No. 170.
CONNAUGHT HOTEL.
 HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANK

Large and Lofty Rooms, Elegantly Furnished. Flush Water Lavatories.

Hydraulic Elevator. — Excellent Cuisine and Wines.
Hot and Cold Water Baths and Shower Baths. — Under European Management.
Launch Service for Guests.

<p>TAIN TING.</p>		<p>THE AMERICAN SYSTEM</p>	
--------------------------	--	-----------------------------------	--

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.

DENTISTRY.
M. H. CHAN, D.D.S.

REASONABLE FEES.
Consultation Free.
 Hongkong, 10th July, 1924. [66]

[illegible]

SECRET

Intimation.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS—

NEW
MUSLINS,
ALPACAS,
DRESS-
LINENS,
HOLLANDS,
VOILES,
FOULARDS,
SILKS,
&c., &c., &c.,
for light
SUMMER
GOWNS.

DRESS-MAKING
A Specialty.

LATEST
FASHIONS
from
LONDON,
PARIS,
and
NEW YORK
RECEIVED EVERY
WEEK.

BATHING
COSTUMES.

CAPS
and
SANDALS.

Everything New and
up-to-date
at
POWELL'S
HONGKONG.

Hongkong, 29th June, 1905.

Intimations.

VICTORIA RECREATION CLUB.
THE ANNUAL GENERAL MEETING
OF MEMBERS will be held in ST.
ANDREW'S HALL, CITY HALL, on THURS-
DAY, the 29th June, at 5.15 P.M., for the
purpose of considering and passing the Annual
Report and Statement of Accounts for 1904.
FRANK LAMBERT,
Acting Hon. Secretary.
Hongkong, 22nd June, 1905. [676]

**THE CHINA LIGHT AND POWER
COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the above-named Company will be held at
the Company's Office, No. 5, George's Building,
No. 6, Cornhill, Victoria, on SATUR-
DAY, the 8th day of July, 1905, at 11.30 in the
Forenoon, when the subject of the Resolution
which was passed at a meeting held on 21st
June, 1905, will be submitted for confirmation
as a Special Resolution.

RESOLUTION.
"That the Capital of the Company be in-
creased to \$500,000 by the creation of 20,000
new shares of \$25 each."

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 21st June, 1905. [672]

REWARD OF \$5,000.

OFFERED by the Undersigned for the
ARREST and CONVICTION of any
Person or Persons who are in the habit of
SMUGGLING large quantities of OPIUM
into this Colony.

CHIN JOO HENG CO.,
Opium Farmers.
Hongkong, 19th June, 1905. [669]

NAVY CONTRACT.
TENDER is invited for the SUPPLY of
FRESH WATER for the period of
12 Months, commencing 1st July next to
H.M. NAVY YARD, Hongkong, or to any of
H.M. SHIPS and HIRED VESSELS
lying in the Harbour.

Forms of Tender can be obtained on applica-
tion to the Naval Store Officer, H.M. Naval
Yard, Hongkong, and should be returned not
later than SATURDAY, the 24th June, 1905.
Hongkong, 19th June, 1905. [666]

COLD STORAGE.
THE HONGKONG ICE COMPANY,
LIMITED, have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1905. [675]

HARRIS'S
As Supplied to
His Majesty
The KING
ERAGON & HAMS
Gold Medals PARIS 1889 & 1900
Regd. Brand
HARRIS, CALNEWILTS' England.
REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.
Hongkong, 19th May, 1905. [579]

**THE WISE MAN
BUYS A "SINGER"; IT'S TRUE
ECONOMY.**

5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS.
It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.
Hongkong, 25th March, 1905. [48]

LEVY HERMANOS.
DIAMOND, JEWELLERS, JEWEL-
LERS AND WATCHMAKERS.

FASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.
[51]

THE FAMOUS
Razor
WEIGHT LESS THAN 1 OUNCE

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.

Will be mailed to any address on receipt of
the price (\$2), post free.
To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & Co.,
29, Des Voeux Road, Central, Hongkong.
Agents wanted in every port.
For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [61]

REGIMENTAL NICKNAMES
IN THE BRITISH ARMY.

The small boy, with red hair, who turns up
at school for the first time, is promptly dubbed
"Ginger" or "Carrots," and is often found the
name sticks to him through life. Nicknames
have been the vogue from time immemorial;
even "kings and emperors in their pride" have
not been free from distinctive appellations con-
ferred on them by their subjects. In our own
history have we not "The Conqueror" and
"Rufus," not to mention "Lion Heart," and
others? So it is, and ever has been in the
British Army.

Regiments have received nicknames through
various causes. Sometimes for deeds of valor,
sometimes for the reverse. Again, curious
situations, in which regiments have found them-
selves placed have been responsible for their
nicknames, or the colours of their facings or
uniform may have suggested to some wit—in
another regiment, of course—a fitting name, and
many of those names have stuck to the regiments
through centuries, and the regiment is
generally as proud of its nickname as it is of
its badge and motto.

Take the Life Guards, in their glittering
breastplates and metal helmets. What more
appropriate or obvious names could have been
given them than the nicknames they bear to-
day, the "Tin Bellics," or "Patent Safeties."

The 1st (King's) Dragoon Guards rejoice in
the nickname of "The Trades Union," through
two causes—firstly, from having been employed
in suppressing the serious trade riots in Man-
chester, Blackburn, and Wigan, nearly 70
years ago, and also because a large proportion
of officers then serving in the regiment were
sons of men who had been successful in
various trades.

"Tichborne's Own" is the name the 6th
Dragoon Guards (Carabiniers) are known by
in the army since the trial of Arthur Orton, Sir
Roger Tichborne having at one time served in
the regiment.

VIRGIN MARY'S BODYGUARD.
A curious nickname was acquired by the 7th
(Princess Royal's) Dragoon Guards during the
reign of George II. It was sent to assist the
army of the Archduchess Mary Theresa of
Austria, and for that service received the sobri-
quet of "The Virgin Mary's Body Guard."

The famous "Scotch Greys," or, to give
them their full title, the Dragoons (Royal
Scots Greys), take their regimental nickname
from their motto, "Nulli secundus," "The
Second to None," and very proud they are of
it, too.

"Strawboots" is the extraordinary nickname
the 7th (Queen's Own) Hussars bear. It is
said the name originated when the regiment
was at Warburg in 1763. The boots of the
troopers being worn out, straw bands were
substituted for them, and the army—quick to
pick up and notice these little things—christened
the regiment by that name, which it still
bears to-day.

Whilst the 11th (Prince Albert's Own) Hus-
sars were fighting in the Peninsula, some of
the men on outpost duty climbed up some
cherry trees, regalling themselves on the fruit.
In this ignominious position they were dis-
covered by the enemy and taken prisoners.
The regimental nickname to-day is "The
Cherry Pickers."

Interest attaches to the 14th (King's) Hus-
sars (known as "The Ramnugger Boys,"
through losing their brigadier-colonel, and 40
officers and men in 1848, at Ramnuggar), from
the fact that this was the corps of Charles
O'Malley's choice, and mustered in its ranks
the ever-memorable Mickey Free.

Auction.

PUBLIC AUCTION.
MESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,
ON
FRIDAY,
the 21st day of July, 1905, at 2 P.M., at their
Sales Rooms—

THE FOLLOWING
VALUABLE LEASEHOLD
PROPERTY,
situate at Mount Kellett, in the Colony of
Hongkong, viz:—

1.—All that PIECE or PARCEL OF
GROUND being a portion of the piece or
parcel of ground situate at Mount Kellett
aforesaid registered in the Land Office
as Rural Building Lot No. 76 abutting on
the North side thereof on a portion of the
said Rural Lot No. 76 described on the
Sale plan thereof as Lot No. 2 and measur-
ing thereon 330 feet or thereabouts on the
South side thereof partly on Crown Land
and partly on Government pavilion and
measuring thereon 398 feet or there-
abouts on the East side thereof on Mount
Kellett Road and measuring thereon 163
feet or thereabouts on the West side
thereof on Crown Land and measuring
thereon 161 feet or thereabouts which said
piece or parcel of ground is described on
the said Sale plan as LOT No. 1 and con-
tains an area of 56,700 Square Feet or
thereabouts. Apportioned Annual Crown
Rent \$18.50;

and
2.—All that PIECE or PARCEL OF
GROUND being another portion of the
said Rural Building Lot No. 76 abutting
on the North side thereof partly on a por-
tion of the said Rural Building Lot No. 76
and partly on Crown Land and measuring
thereon 240 feet or thereabouts on the
South side thereof on other portion of the
said Rural Building Lot No. 76 described
on the said Sale plan as Lot No. 2 and
measuring thereon 330 feet or thereabouts
on the East side thereof on Mount Kellett
Road and measuring thereon 199 feet or
thereabouts on the West side thereof on
Crown Land and measuring thereon
218 feet or thereabouts which said piece or
parcel of ground is described on the said
Sale plan as LOT No. 2, and contains an
area of 56,700 square feet or thereabouts.
Apportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground
are held from the Crown for the residue of a
term of 75 years from the sixth day of March,
1876, created by a Crown Lease of the whole of
the said Rural Building Lot No. 76 dated the
3rd day of June, 1892.

A Sale plan of the said property can be in-
spected at the office of Messrs. Johnson, Stokes
and Master and at the Auctioneers' office.

For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendors,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 21st June, 1905. [673]

Intimations.
NOTICE.

THE HONGKONG AND CHINA GAS
COMPANY, LIMITED, beg to notify
the Public that in addition to the recent
REDUCTION IN PRICE OF GAS TO \$3.00
PER THOUSAND Cubic Feet, they now
offer the following FAVORABLE TERMS
TO INTERESTED CONSUMERS:—

1. SERVICES up to 50 feet in length will
be laid FREE.
2. NO CHARGE will be made for METER-
FIXING.

THESE CONCESSIONS will only apply to
houses in which the work of fitting internal
pipes is carried out by the Gas Company.
ESTIMATES for any kind of Gas-fitting
will be supplied WITHOUT COST to inter-
esting or existing customers.

The Company Hire or Sell all kinds of Gas
Fittings whether for Heating, Cooking or
Lighting—and INVITE INSPECTION of
their Stock at their NEW SHOW ROOMS at
WEST POINT.

GEORGE CURRY,
Local Secretary.
Hongkong, 13th June, 1905. [651]

**OCCIDENTAL
HOTEL.**

EXCELLENT CUISINE.
MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.
EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904. [177]

A FOOK & Co.,
12, Politting Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMMODORS, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.
Hongkong, 23rd February, 1905. [62]

Consignees.
BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.
THE Company's Steamship.

"ZAIDA,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 17th instant, will be
landed at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 16th June, 1905. [664]

Consignees.
NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.
THE Steamship
"SACHSEN"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 27th instant will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 27th instant, at
9.30 A.M.

All Claims must reach us before the 3rd
of July, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 21st June, 1905. [13]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"FORMOSA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Godowns of the Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Perita*.
Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

Consignees.

PUBLIC AUCTION.
MESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,
ON
FRIDAY,
the 21st day of July, 1905, at 2 P.M., at their
Sales Rooms—

THE FOLLOWING
VALUABLE LEASEHOLD
PROPERTY,
situate at Mount Kellett, in the Colony of
Hongkong, viz:—

1.—All that PIECE or PARCEL OF
GROUND being a portion of the piece or
parcel of ground situate at Mount Kellett
aforesaid registered in the Land Office
as Rural Building Lot No. 76 abutting on
the North side thereof on a portion of the
said Rural Lot No. 76 described on the
Sale plan thereof as Lot No. 2 and measur-
ing thereon 330 feet or thereabouts on the
South side thereof partly on Crown Land
and partly on Government pavilion and
measuring thereon 398 feet or there-
abouts on the East side thereof on Mount
Kellett Road and measuring thereon 163
feet or thereabouts on the West side
thereof on Crown Land and measuring
thereon 161 feet or thereabouts which said
piece or parcel of ground is described on
the said Sale plan as LOT No. 1 and con-
tains an area of 56,700 Square Feet or
thereabouts. Apportioned Annual Crown
Rent \$18.50;

and
2.—All that PIECE or PARCEL OF
GROUND being another portion of the
said Rural Building Lot No. 76 abutting
on the North side thereof partly on a por-
tion of the said Rural Building Lot No. 76
and partly on Crown Land and measuring
thereon 240 feet or thereabouts on the
South side thereof on other portion of the
said Rural Building Lot No. 76 described
on the said Sale plan as Lot No. 2 and
measuring thereon 330 feet or thereabouts
on the East side thereof on Mount Kellett
Road and measuring thereon 199 feet or
thereabouts on the West side thereof on
Crown Land and measuring thereon
218 feet or thereabouts which said piece or
parcel of ground is described on the said
Sale plan as LOT No. 2, and contains an
area of 56,700 square feet or thereabouts.
Apportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground
are held from the Crown for the residue of a
term of 75 years from the sixth day of March,
1876, created by a Crown Lease of the whole of
the said Rural Building Lot No. 76 dated the
3rd day of June, 1892.

A Sale plan of the said property can be in-
spected at the office of Messrs. Johnson, Stokes
and Master and at the Auctioneers' office.

For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendors,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 21st June, 1905. [673]

Intimations.
NOTICE.

THE HONGKONG AND CHINA GAS
COMPANY, LIMITED, beg to notify
the Public that in addition to the recent
REDUCTION IN PRICE OF GAS TO \$3.00
PER THOUSAND Cubic Feet, they now
offer the following FAVORABLE TERMS
TO INTERESTED CONSUMERS:—

1. SERVICES up to 50 feet in length will
be laid FREE.
2. NO CHARGE will be made for METER-
FIXING.

THESE CONCESSIONS will only apply to
houses in which the work of fitting internal
pipes is carried out by the Gas Company.
ESTIMATES for any kind of Gas-fitting
will be supplied WITHOUT COST to inter-
esting or existing customers.

The Company Hire or Sell all kinds of Gas
Fittings whether for Heating, Cooking or
Lighting—and INVITE INSPECTION of
their Stock at their NEW SHOW ROOMS at
WEST POINT.

GEORGE CURRY,
Local Secretary.
Hongkong, 13th June, 1905. [651]

**OCCIDENTAL
HOTEL.**

EXCELLENT CUISINE.
MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.
EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904. [177]

A FOOK & Co.,
12, Politting Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMMODORS, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.
Hongkong, 23rd February, 1905. [62]

Consignees.
BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.
THE Company's Steamship.

"ZAIDA,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 17th instant, will be
landed at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 16th June, 1905. [664]

Consignees.
NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.
THE Steamship
"SACHSEN"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 27th instant will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 27th instant, at
9.30 A.M.

All Claims must reach us before the 3rd
of July, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 21st June, 1905. [13]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"FORMOSA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Godowns of the Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Perita*.
Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

Consignees.

PUBLIC AUCTION.
MESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,
ON
FRIDAY,
the 21st day of July, 1905, at 2 P.M., at their
Sales Rooms—

THE FOLLOWING
VALUABLE LEASEHOLD
PROPERTY,
situate at Mount Kellett, in the Colony of
Hongkong, viz:—

1.—All that PIECE or PARCEL OF
GROUND being a portion of the piece or
parcel of ground situate at Mount Kellett
aforesaid registered in the Land Office
as Rural Building Lot No. 76 abutting on
the North side thereof on a portion of the
said Rural Lot No. 76 described on the
Sale plan thereof as Lot No. 2 and measur-
ing thereon 330 feet or thereabouts on the
South side thereof partly on Crown Land
and partly on Government pavilion and
measuring thereon 398 feet or there-
abouts on the East side thereof on Mount
Kellett Road and measuring thereon 163
feet or thereabouts on the West side
thereof on Crown Land and measuring
thereon 161 feet or thereabouts which said
piece or parcel of ground is described on
the said Sale plan as LOT No. 1 and con-
tains an area of 56,700 Square Feet or
thereabouts. Apportioned Annual Crown
Rent \$18.50;

and
2.—All that PIECE or PARCEL OF
GROUND being another portion of the
said Rural Building Lot No. 76 abutting
on the North side thereof partly on a por-
tion of the said Rural Building Lot No. 76
and partly on Crown Land and measuring
thereon 240 feet or thereabouts on the
South side thereof on other portion of the
said Rural Building Lot No. 76 described
on the said Sale plan as Lot No. 2 and
measuring thereon 330 feet or thereabouts
on the East side thereof on Mount Kellett
Road and measuring thereon 199 feet or
thereabouts on the West side thereof on
Crown Land and measuring thereon
218 feet or thereabouts which said piece or
parcel of ground is described on the said
Sale plan as LOT No. 2, and contains an
area of 56,700 square feet or thereabouts.
Apportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground
are held from the Crown for the residue of a
term of 75 years from the sixth day of March,
1876, created by a Crown Lease of the whole of
the said Rural Building Lot No. 76 dated the
3rd day of June, 1892.

A Sale plan of the said property can be in-
spected at the office of Messrs. Johnson, Stokes
and Master and at the Auctioneers' office.

For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendors,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 21st June, 1905. [673]

Intimations.
NOTICE.

THE HONGKONG AND CHINA GAS
COMPANY

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

GEO. G. SANDEMAN SONS &
CO., LTD.

Per dozen.

Light Dry	\$13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	30.00

A. S. WATSON & Co.,
LIMITED.

Agents in Hongkong and South China for

SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

GREGOR & CO.

ESTABLISHED 1904.

THEREFORE

NEITHER ANTIQUATED

NOR FOSSILIZED

BUT STRICTLY

UP-TO-DATE.

SHERRIES.

BOTTLED BY

GEO. G. SANDEMAN SONS &
CO., LTD.

per case

Light Dry	\$14.00
Very Pale Dry	18.00
Pale Dry Nutty	26.00
Fine Old Brown	39.00

N.B.—Owing to existing competition we
still give

10 per % discount

on all Messrs. SANDEMAN'S WINES

LISTED BY US.

GREGOR & Co.

IMPORTERS OF

SANDEMAN'S WINES.

Hongkong, 23rd June, 1905.

ALL communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected M.S., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
 WEEKLY—\$18 per annum.
 The rates per quarter and per annum, proportional. The daily issue is delivered free when the subscription is sent to the publisher. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On 23rd inst., at No. 4, Canton Villas, Kowloon, the wife of THOS. SKINNER, of a daughter. [683]

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 23, 1905.

THE CRUISER SQUADRON.

Towards the close of last year we intimated in our columns that the Cruiser Squadron of the British Navy was about to be increased, and within a few weeks it was announced at home that the Admiralty had issued orders for the squadron to be doubled in size and divided into two parts. At the time it was pointed out that the main interest in this step laid in the fact that it was the first move in an important scheme, and this has been borne out by subsequent events. Those who have followed the growth of the Navy cannot have failed to notice that, within the past few years, we have added to the fleet a number of splendid armoured cruisers, and many more are now in process of completion. The Admiralty intend to use these in such a way that they can be quickly concentrated for commerce protection purposes when required, and at other times, they will be sent cruising to various foreign stations. It will not be denied that wireless telegraphy and plenty of fast cruisers will enable an Admiral to sweep a very wide expanse of sea the importance of which has, over and over again, been demonstrated since the commencement of the present war. It is to be doubted, if the British public has any real conception of the remarkable efficiency in scouting which our fleet has attained, and when the scheme for utilising cruiser divisions has been fully developed it will then be possible for our ships to patrol most effectively any of the great ocean trade routes without making any fuss over preliminary arrangements. As rapidly as possible all smaller unarmoured ships are to be sent home and their places taken by newer and better ships. When this first became generally known there was much speculation as to what effect the move would have on our fleet in these parts. Soon after the announcement was first made in these columns that the battleship squadron was to proceed to England, as one of the first moves in a large Admiralty scheme, the report gained currency that the cruisers were to follow. We have endeavoured to trace the source of the report and although the news reached us through channels which are usually considered correctly informed, we have been unable to obtain any verification. It is stated that the cruisers will proceed to home waters and the torpedo boats and gunboats, working in conjunction with warships of our near Ally, will be available for commerce protection purposes in Far Eastern waters. Of course, it is admitted in the Service that second or third-class unarmoured cruisers are of little use, and that flag officers are very unwilling to have such vessels attached to their squadrons, as they interfere with general efficiency, and as units have practically no fighting value. But that all of our first and second-class cruisers, with one exception, should be ordered home from such an important station did strike us as almost incredible, and especially so when we remembered that the only one remaining, for the purposes of a flag-ship, is the *Diadem*, which has been classed as among the 'tin' ships—practically new boats, poorly gunned, badly protected, costly in coal, and very liable to develop boiler troubles. Inquiries made from official sources have failed to confirm the report of the home-going of the cruiser squadron the necessity for which certainly does not appear to have been occasioned by the new disposal of the British fleet, in home waters. So far as cruisers are concerned the immediate need in order to complete the three squadrons at home to full strength, is two additional ships of the *Minotaur* class, but this year's programme provides for four, and, rumour has it, of a new type. The advent of the six "River" class of destroyers on the station has very materially increased the strength of the China Squadron, and although this argument may be adduced in favour of sending home the cruisers, it seems most improbable that the British fleet in Far Eastern waters is to be left without any ships of the scout-

ing class whose value is beyond question.

By kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, 24th inst. Owing to the Band having a later engagement, the band hours will be from 7.30 p.m. to 8.45 p.m., instead of the usual time.

March "Les Muscadins" (Percs)
 Overture to "Mirella" (Gung)
 Selection from "Siddons Linder" (Gung)
 Selection from "The Gondoliers" (Sullivan)
 Original Scene "A Dervish Chorus" (Sellek)
 Cake-Walk "At a Georgian Camp Meeting" (Mills)
 God save the King.

THE ancient Druidical ruins of Stonehenge have been judicially declared to be private property to which free access from time immemorial has been the British public no rights. The Court holds that the owner of the land may enclose the ruins, to charge admission to view them, or, if he chooses, to exclude the public altogether from access to the grounds. Stonehenge constitutes the most remarkable of ancient British monuments, and there is a movement afoot to petition Parliament to pass an Act declaring it to be a national monument, acquiring it for the nation and placing it under public custody.

THE general outlook of trade, says the *Shanghai Times*, can only be characterised by two words: complete stagnation. Merchants of almost all branches and nationalities are walking about engaged in the occupation of doing nothing. All have plenty of goods to sell, but the present state of the Far East is in such a transitory condition that there are few who wish to buy. Many business men state that one has to go back to 1896 to find a parallel, with the exception that whilst the exchange then fell to a very low figure, at the present time it is fairly high. There is little doubt, but a definite announcement concerning peace, be it one way or the other, would cause a general boom in all businesses.

THE *Indian Sporting Times*, of the 21st inst., contains many excellent half-tone engravings of the Bandmann Opera Co. which is coming to Hongkong in the course of a few weeks. It is stated that Mr. Bandmann stands in a peculiarly strong position in regard to the reproduction of the latest London successes in musical comedy, etc. He has secured the privileges of playing all the new light operas staged by Mr. George Edwards Gaiety Co. and holds the rights on an agreement which covers several years. But besides securing all the Gaiety productions, Mr. Bandmann has also made arrangements with George Dance, G. R. Sims, Milton Bode and Sydney Jones in regard to playing pieces written by these well-known writers.

LOCAL AND GENERAL.

It is satisfactory to note that the sanitary authorities were able to issue another blank plague return for the twenty-four hours ended at noon to-day.

THE competition for the Governor's cup for June will be continued at the King's Park (500 yards) Range to-morrow. A "pool" will also be shot for.

TIN Shing, a diminutive old man, with a long white beard, was placed before Mr. G. N. Orme this morning, charged with selling adulterated milk at Nos. 20 and 22 Cochrane Street. Analysis showed the milk to contain 21½ water. Defendant was fined \$10 for a similar offence last month, and as that did not appear sufficiently deterrent His Worship now fined him \$200.

THE roof of the Summary Court is evidently in need of repair judging by the state of the floor this morning. When Mr. Justice Wise took his seat to fix up the weekly cause list there was enough water near the witness stand to enable an enterprising native to start a duck farm. Mops were requisitioned, but as the rain continued the coolies appear to have given the work up as a bad job.

To the chagrin of the modern collector, says the *Athenaeum*, it is becoming increasingly difficult to wring the old furniture treasures from the farmhouses in England. "Cottagers cling to their heirlooms nowadays, and the value of old hutches, gate-tables, dressers, and chairs is pretty well known to the peasant to-day." Collectors find things pretty much the same in the East as in the West.

CAPTAIN Freeman, of the s.s. *Sea Lion*, this morning charged John Auton with stowing away on his vessel in Singapore, and thus obtaining a passage thence to Hongkong without paying for the same. The captain said he gave the man a passage from Colombo to Singapore, as he was without funds or friends. His Worship fined defendant \$15, with the alternative of one month's imprisonment.

THE discussion of the matter of the official language by the Bar Association of Manila resulted in a resolution asking the Philippines Commission to repeal the law making English the official language after January 1, 1926, and to make an amendment allowing pleadings to be filed in either language, to be followed, within to days, by a translation into the other language.

THE U.S. Navy Department is arranging to carry out a plan for establishing wireless telegraph communication from the Philippines to San Francisco. Arrangements are being made to increase the power of stations so as to maintain unbroken ranges of communication from Cavite to Guam, thence to Midway, then to Hawaii, and between those islands and San Francisco. This last stretch is more than 2,000 miles, but it is believed that if the physical obstructions in the Hawaiian Islands can be overcome there will be no difficulty in establishing communication.

By kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, 24th inst. Owing to the Band having a later engagement, the band hours will be from 7.30 p.m. to 8.45 p.m., instead of the usual time.

March "Les Muscadins" (Percs)
 Overture to "Mirella" (Gung)
 Selection from "Siddons Linder" (Gung)
 Selection from "The Gondoliers" (Sullivan)
 Original Scene "A Dervish Chorus" (Sellek)
 Cake-Walk "At a Georgian Camp Meeting" (Mills)
 God save the King.

THE ancient Druidical ruins of Stonehenge have been judicially declared to be private property to which free access from time immemorial has been the British public no rights. The Court holds that the owner of the land may enclose the ruins, to charge admission to view them, or, if he chooses, to exclude the public altogether from access to the grounds. Stonehenge constitutes the most remarkable of ancient British monuments, and there is a movement afoot to petition Parliament to pass an Act declaring it to be a national monument, acquiring it for the nation and placing it under public custody.

THE general outlook of trade, says the *Shanghai Times*, can only be characterised by two words: complete stagnation. Merchants of almost all branches and nationalities are walking about engaged in the occupation of doing nothing. All have plenty of goods to sell, but the present state of the Far East is in such a transitory condition that there are few who wish to buy. Many business men state that one has to go back to 1896 to find a parallel, with the exception that whilst the exchange then fell to a very low figure, at the present time it is fairly high. There is little doubt, but a definite announcement concerning peace, be it one way or the other, would cause a general boom in all businesses.

THE *Indian Sporting Times*, of the 21st inst., contains many excellent half-tone engravings of the Bandmann Opera Co. which is coming to Hongkong in the course of a few weeks. It is stated that Mr. Bandmann stands in a peculiarly strong position in regard to the reproduction of the latest London successes in musical comedy, etc. He has secured the privileges of playing all the new light operas staged by Mr. George Edwards Gaiety Co. and holds the rights on an agreement which covers several years. But besides securing all the Gaiety productions, Mr. Bandmann has also made arrangements with George Dance, G. R. Sims, Milton Bode and Sydney Jones in regard to playing pieces written by these well-known writers.

A SUPPER PARTY.

DISTURBED BY POLICE.

The proprietress of a boarding establishment in Pottinger Street, was charged before Mr. F. A. Hazeland this morning, with creating a disturbance at her residence.

Mr. M. J. D. Stephens appeared for the defence. Police Sergeant Evans said that on the 19th inst. at about ten minutes past twelve in the morning he was returning from duty and heard a disturbance at the defendant's house. He knocked at the door and cautioned the inmates, but this appeared to have no effect. To Mr. Stephens: The inmates were shouting in such a manner that he could hear the voice in Hollywood Road. He did not tell her to "shut up her box," nor did he treat her in an off-hand manner.

J. Hanson, Chief Inspector of Detectives, said he was awakened by the noise, and thought it came from a house lower down the street.

Sergeant Garrod said that at the time in question he was on his verandah, immediately opposite defendant's house. There were a number of ladies and gentlemen on the ground floor singing, laughing and making a great noise. At five minutes to twelve they were trying to sing the *Marseillaise*, and he heard defendant's voice. He then called a *lukong* and told him to go and order the inmates to stop the disturbance, and a woman inside called the *lukong*, who knocked at the door, every "swear-word" she could think of. The disturbance had lasted from dinner time until a quarter past twelve.

Mr. Stephens submitted that the defendant had a few friends spending the evening, and some French officers, who had just arrived, joined them, and they were having supper when a *lukong* came and opened a window and told them to keep quiet, and later some European constables came and arrested a French artillery officer, who was released on \$10 bail. Defendant went next morning and explained the matter to Mr. Badley, Captain Superintendent of Police.

On behalf of the defendant, a witness, who had boarded in defendant's house for three months, testified that on the night in question there were six people at table, but there was no noise whatsoever.

His Worship fined the defendant \$5, and ordered her to enter into a personal bond for \$100 to be of good behaviour for the next twelve months.

SHIPPING JETSAM.

Sergeant Pitt charged the master of the steam launch *Kum Sang* with maintaining no light on board between sunset and sunrise in the waters of the Colony on the 21st inst. He was fined \$15.

THE "INDRADO'S" CREW. Remanded from yesterday, the case in which eleven Malays and one Chinaman, members of the crew of the *Indrado*, were charged with refusing duty on board that vessel in the waters of the Colony, was resumed before Mr. G. N. Orme this morning. The men remained obdurate on board, and were sent to one month's hard labour each.

Captain Jackson, of the s.s. *Laertes*, which arrived last evening from Saigon, with a cargo of rice for Hongkong, reports that when leaving Saigon there were about 20 coolies and two volunteer fleet vessels there. When he arrived at Cape St. James he saw a converted cruiser, with three funnels and two masts. It was believed to be the *Kanban*.

CAPTURED STEAMERS IN JAPANESE GOVERNMENT SERVICE.

Of the merchant steamers which have been captured by the Japanese Navy since the commencement of the war, and adjudged lawful prizes by the Prize Courts, ten have been placed in the Japanese Government service. The new and old names of these vessels are as follows:—

Karasaki-maru	...	Ekaterinoslav
Saishu-maru	...	Rossia
Rashu-maru	...	Argun
Kwantu-maru	...	Manjuria
Manashu-maru	...	Manchuria
Chosan-maru	...	Fuping
Rotetsu-maru	...	Georgi
Shibetsu-maru	...	Severus
Anegawa-maru	...	Angara
Sasato-maru	...	Kazan

"ALICANTE"—"ALBENGA" COLLISION.

The captain of the Spanish steamer *Alicante* has been found to blame for the collision between that vessel and the *Albenga* several days ago, the findings of the board being approved by Collector of Customs Shuster. The accident happened as the Spanish mail steamer was coming inside the breakwater and the German steamer *Albenga* was anchored near the entrance to the inner harbour, inside. The bow of the *Alicante* struck the starboard bow of the *Albenga* and tore a hole through her same and demolished the awning frames and rail. The only damage sustained by the *Alicante* was the destruction of her figurehead and some of her foreward rigging. The findings of the marine board put the blame upon the captain of the *Alicante*, as he was on the bridge of the steamer at the time of the accident and as the *Albenga* could not possibly have avoided the collision, as she was anchored. However, it appears that the harbour master warned the *Albenga* to change her anchorage as her location was dangerous to herself and other vessels. The officers of the *Albenga* did not comply with the instructions of the harbour master, so blame also attaches to the officers of the *Albenga*. In the opinion of the board, the chief officer of the *Albenga* deliberately lied when confronted with the harbour master and asked if he had not been cautioned to shift his anchorage.—*Cablegram*.

THE S.S. "SAMSON" CASE.

IN SHANGHAI.

PLAINTIFF'S PETITION.

Our recent telegram from Shanghai, in reference to the case of the s.s. *Samson* now proceeding in H.M. Supreme Court will be further elucidated by the petition of the plaintiff in this case, which is as follows:—

(1) The plaintiff is a Russian subject resident in Shanghai, and the defendant is a Danish subject resident in Shanghai.

(2) In or before the month of March 1905, the plaintiff was the beneficial owner of the steamship *Samson*.

(3) In the said month of March the said steamship was registered at His Britannic Majesty's Consulate-General as a British vessel the property of Thomas Charles Robert Ward.

(4) The said Thomas Charles Robert Ward had not at that time, or at any time, any beneficial interest in the said steamship.

(5) The defendant knew the said Thomas Charles Robert Ward had no beneficial interest in the said steamship and knew that the plaintiff was the beneficial owner thereof.

(6) On or about the thirtieth day of March 1905 the defendant knowing such facts sold the said steamship to the Shanghai Tug and Lighter Company, Limited, and executed, as attorney of the said Thomas Charles Robert Ward, a bill of sale transferring the property of the said steamship to the said company, and received from the said company the sum of eighty thousand Taels (Tls. 80,000) the purchase price for the said steamship.

(7) The plaintiff has applied to the defendant for the payment of the said eighty thousand Taels but the defendant has refused to pay such sum.

(8) By reason of such matters aforesaid the plaintiff has also sustained damage over and above the sum of Tls. 80,000 to the extent of twenty thousand Taels (Tls. 20,000) for which damage the defendant is liable.

(9) In the alternative the defendant conspired with the said Thomas Charles Robert Ward to, and did, wrongfully convert the said steamship the property of the plaintiff whereby the plaintiff has sustained damage to the extent of Tls. 100,000 for which damage the defendant is liable.

Wherefore the plaintiff prays:—

(1) For an order that the defendant do forthwith pay to the plaintiff the sum of Tls. 100,000 together with interest at the rate of seven per cent from the date of such order until payment.

(2) For an order that the defendant do pay to the plaintiff his cost of suit.

(3) For such further or other relief as the nature of the case may require.

Dated this 19th day of April 1905.

The answer of the above named defendant to the petition of the plaintiff says as follows:—

1.—The plaintiff is the Russian Minister to Corea now resident in Shanghai.

2.—The defendant does not admit paragraph 2 of the petition, and further states that the plaintiff at the time therein stated was acting as the representative and agent of the Russian Government who were the owners of the said steamship *Samson*.

3.—The defendant does not admit paragraphs 4, 5, 6, 7, 8 and 9 of the petition.

4.—The defendant further says as follows:—

In the month of October, 1904, Thomas Charles Robert Ward referred to in the petition and better known as Baron Ward gave the defendant directions to purchase the steamship *Samson* for the purposes of the Russian Government, particularly to be used for obtaining information from Port Arthur which was then besieged by the Japanese forces. The said *Samson* was to be sent to Port Arthur as a Press boat and ostensibly under the auspices of an International Red Cross Society.

5.—The said *Samson* was purchased by the defendant from Messrs. Wheelock and Co. for the sum of Tls. 105,000. The defendant received from the said Messrs. Wheelock and Co. the sum of Tls. 10,000 as a rebate or commission which amount was subsequently handed to the plaintiff by whose direction the said rebate or commission was arranged for.

6.—The defendant paid the sum of Tls. 105,558.4 for disbursements in respect of the *Samson*, which amount was refunded to him by the said Baron Ward.

7.—In the month of November 1904 the defendant received instructions from the said Baron Ward to purchase the steamship *Edendale* which was to be used by the Russian Government as a hospital ship at Port Arthur, ostensibly under the auspices of the said International Red Cross Society. The said *Samson* and *Edendale* were purchased in accordance with a scheme which had been arranged by the plaintiff and others for the purpose of getting into communication with Port Arthur and supplying there medical stores which were necessary for the prolongation of the defence.

8.—The defendant purchased the said *Edendale* for the sum of \$135,000 and agreed to fit out the said ship as a hospital ship to be delivered at Port Arthur for the sum of \$200,000. The *Edendale* was delivered to the defendant at Shanghai and passed a satisfactory survey by Lloyd's surveyor. Purchases were made by the defendant and all arrangements made to fit out the *Edendale* to meet requirements as a hospital ship, and the captain and the crew were engaged. Shortly afterwards the defendant was informed by the said Baron Ward that the *Edendale* would not be required and also that he was acting on behalf of Mr. Pavlov. The defendant thereupon cancelled the contract for the purchase of the *Edendale* and arranged with the brokers of the vendors to pay them the sum of Tls. 9,600 for expense which had been incurred in connection with the said contract. The plaintiff subsequently handed the defendant a cheque for the said amount of Tls. 9,600 signed by him as follows:—"A. Pavlov, Minister for Korea in China," and at the same time arranged to give the defendant a contract for the supply of a large contract of flour to Vladivostok to be in full satisfaction for the defendant's losses in respect to the said breach of contract to take over the

Edendale. The defendant's loss on the breach of contract to take over the *Edendale* was estimated at the sum of Tls. 40,000, being the loss of profit on the transaction and loss occasioned by interference of the regular business of the defendant's firm in carrying out the contract for the purchase of the *Edendale* and making the necessary arrangements to fit her out as a hospital ship. In the case of the occurrence of a breach of contract to take over the said ship this amount had been agreed to be paid to the defendant by the said Baron Ward. The plaintiff requested the defendant to hold the said cheque for Tls. 9,600 until the said flour contract was signed. The plaintiff failed to give the said contract for delivery of flour to Vladivostok to the defendant and about January 1905 the said cheque for Tls. 9,600 was cashed by the defendant with the content of the plaintiff.

9.—In order to carry out the said contract for delivery of flour the defendant obtained a guarantee from the defendant's bank at Shanghai to the amount of Tls. 1,200,000 or thereabouts. On the failure of the plaintiff to give the said contract to the defendant the said bank cancelled the guarantee, greatly to the damage of the defendant's credit.

10.—The defendant, by the direction of the said Baron Ward, purchased the medical stores above referred to to the value of upwards of Tls. 100,000, and afterwards, at the request of the plaintiff, handed to him delivery orders for the same. An item of Tls. 1,000 paid by the defendant is still unpaid on the account of medical stores.

11.—Bargain money to the amount of Tls. 10,000 was paid by the said Baron Ward to the defendant in respect of the contract to purchase the *Edendale*, and the medical stores above referred to by the said bargain money has been returned.

12.—At the request of the said Baron Ward in or about the month of February 1905, the defendant sold the *Samson* under a power of attorney from the said Baron Ward to Messrs. Wheelock & Co. for the sum of Tls. 57,000. The defendant offered the said *Samson* for sale at Nagasaki and other places but failed to find a purchaser. It was a condition in the original contract of the *Samson* from Messrs. Wheelock & Co. that the said ship should not be used in the Yangtze river or Shanghai waters.

13.—On the sale of the *Samson* the defendant handed Baron Ward an account for damages claimed in respect of the breach of contract to take over the *Edendale* and medical supplies above referred to, amounting to Tls. 40,000, together with an account for disbursements in respect of the *Samson* amounting to Tls. 105,558.4 and Tls. 1,000 due on account of medical supplies. These said amounts have been retained by the defendant, and the balance of the purchase money of the *Samson*, that is to say, Tls. 57,000, after deducting the said amount, has been handed by the defendant to Baron Ward.

14.—In the transaction above referred to, in connection with the *Samson*, the defendant has acted under the direction and solely as the agent of the said Baron Ward.

15.—A suit is pending in His Britannic Majesty's Supreme Court at Shanghai by the plaintiff against the said Baron Ward claiming the same amount of damages in respect of the same matter referred to in the petition in this suit, that is to say the sale of the said steamship *Samson* by the said Baron Ward.

16.—The said suit in His Britannic Majesty's Supreme Court is set down for hearing on the 21st day of June next.

By reason of the premises the defendant prays that the plaintiff's suit be dismissed with costs. The defendant prays for such further or other relief as may seem meet to this honourable Court.

Dated the 13th day of June 1905.

CANTON-KOWLOON RAILWAY.

REPORTED CHINESE OPPOSITION.

A telegraphic dispatch from Peking reports that the Shanghai and the Waiwupu have received telegrams from a large number of influential merchants and gentry of Canton and cities between that and Kowloon, strongly opposing the desire of a certain British syndicate to build a line between the two points, and claiming that the work should be done by Chinese capital alone.—*N. C. D. News*.

We understand that the Rev. F. Icely, M.A., who was chaplain of the Royal Naval Hospital here, and who recently returned to England, is shortly to be married.

THE WRATHING.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 23rd at 11.55 A. The barometer has risen over China and Luzon.

Pressure is above the normal over China generally, and is highest in the North. It appears to be relatively low over Tongking and the NW. part of the China Sea.

Gradients are moderate to slight and fresh or moderate NE. and SE. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Forecast:—fresh or moderate E. winds; squally, rainy.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Tartar*) 24th inst.
 Indian (*Kumang*) 26th inst.
 French (*Touraine*) 26th inst.
 Canadian (*Empress of Japan*) 3rd prox.

The M. M. Co.'s s.s. *Touraine* with the French mail of the 26th May leaves Saigon on 23rd inst. at 4 p.m. and may be expected here on or about Monday, the 26th inst.

TELEGRAMS.

[Reuter's.]

The War in Manchuria.

CONFIRMATORY NEWS.

LONDON, 21st June.

The Tokio correspondent of the Daily Telegraph wires that the Japanese are continuing a victorious advance and that the Russians are completely outflanked on both wings. Joyful news is shortly expected.

Later.

The South African War Stores Investigation.

Mr. Balfour is appointing a Royal Commission to continue the Stores Scandal investigation, and the Opposition has given notice of a motion for a vote of censure on the Government in this connection.

Prince Arisugawa's Visit to England.

The importance of the approaching visit of Prince Arisugawa is fully recognised, and every honour due to the exalted representative of our ally will be paid. Admiral Neville and General Nicholson will be specially attached to His Highness, who will be lodged in York House.

The Prince will be entertained at lunch by the Lord Mayor and the Corporation of London at the Guildhall, and various royal and other fêtes will be arranged.

NAVAL NOTES.

The cruiser *Diadem* is expected here on Sunday morning.

THE FOURTH OF JULY

AT MANILA.

Manila's Fourth of July celebration this year will be a cosmopolitan one. British, French, German, Spanish, Chinese and Filipinos are all represented among the organizers. And the scheme of commemorating the advent of American independence promises one of the most brilliant spectacles ever witnessed in the Orient. In addition to the time-honoured parade and orations, shooting of crackers, etc., a mammoth stock of fireworks has been procured from the United States for the night show on the Luneta. The entire city will be gay with decorations and bunting by day and countless pretty lamps by night. Mr. R. T. Laffin of the new street car line is providing the electrical energy for these illuminations free of charge. Gibbs, an aeronaut who has already made some wonderful ascents in the Philippines, has been engaged to soar through the clouds in the largest balloon that has ever left earth east of Suez or west of the Pacific slope. When the balloon is out of sight he will leave it and descend in a parachute. Many other novelties are included in the arrangements. It will be a fine opportunity of seeing the American military, navy, marine and insular forces at their best and the presence of Admiral Enquist and the officers of the three Russian warships which lie at anchor within the breakwater of the harbour, will enhance the imposing array of land-sea fighters. Mr. Herbert D. Gale, secretary of the organization, extends a cordial invitation to Americans and others who desire to join in the fêtes. The steamship companies offer special facilities for travelling, and once in Manila the visitors will find themselves hospitably entertained.

TOBACCO IN CHINA.

The United States Consul at Hangchow has been sending long reports on business in China to his Government. In the course of one of these he states that the tobacco trade of China at the present time is in a critical stage and needs to be watched by American interests. Because of the comparatively large sum of money expended upon tobacco in its several forms, the Chinese authorities have naturally turned their attention to the trade with a view of keeping as much of it as possible at home. It is a well-known fact that they are attempting to bring more land under cultivation in tobacco, and that they are succeeding in their attempt to supplant the foreign product. The increasing purchasing power of the Chinese people is likely to be shown as quickly in tobacco as in anything else. There are a number of changes in the course of the tobacco trade in China in the past three years or so which merit special attention. The figures on the importation of foreign tobacco do not promise a great deal for American tobacco interests. This, however, is not to be taken as indicating too much. The importation of foreign stalk and prepared tobacco has ceased altogether. Generally speaking, the figures and other facts indicate that the Chinese are commencing to improve their grades of tobacco and their methods of handling it. The cigarette factory at Shanghai, now owned very largely by Americans, has much to do with the change. This enterprise is likely to have large influence on the tobacco business in China. At present it is using American tobacco to a great extent, but expert American tobacco men are there with the purpose of adapting Chinese tobacco to its use by treatment of the leaf to remove some of the rank qualities. The change, which is likely to come in a short time, will be important. The concern which controls the foreign tobacco trade in China (the British-American Tobacco Company) last year imported about \$4,000,000 Mexican (about \$1,800,000 gold) worth of tobacco and tobacco goods. Some of this came from Japan, probably about \$100,000 worth gold, but most of it came from the United States. Now that the Japanese Government has taken over the tobacco business in Japan as a monopoly, the importation from that country into China for the time being has practically stopped.

THE BLUE BOOK

FOR 1904.

The report on the Blue Book for 1904 was laid before the Legislative Council by command of H. K. the Governor at the meeting yesterday afternoon, and from it we extract the following:—

FINANCES.

The revenue for the year, exclusive of land sales, amounted to \$6,312,949.35, or \$1,594,257.18 more than the previous year. Land sales amounted to \$485,098.64, or \$24,067.27 less than in 1903. The total revenue from all sources was therefore \$6,800,047.99, or \$1,570,190.11 greater than in any previous year, and \$200,739.99 more than the Estimate. All the main sources of revenue show an excess over 1903, with the exception of post office, miscellaneous receipts, water account and land sales, and all items similarly show an excess of actual over estimated receipts, with the exception of post office, miscellaneous receipts and the water account. Licences and internal revenue not otherwise specified show an excess of \$283,757.73, while fees of court or office, &c., and rent of Government property yielded over \$15,000 and slightly under \$6,000 respectively over the Estimate.

The expenditure for the year was \$4,993,421.18 exclusive of public works extraordinary; inclusive of that item it was \$5,376,235.30, or \$979,565.83 more than the total expenditure of 1903. Deducting from the actual expenditure for 1904 the total actual receipts, there was a surplus of \$437,812.69 on the actual working of the year.

ASSETS AND LIABILITIES.

At the end of the year 1904, the assets of the colony amounted to \$1,445,381.80, exclusive of arrears of revenue which with the sum just mentioned bring the total assets up to \$1,651,470.98. The total liabilities were \$1,147,658.97, so that the surplus of assets over liabilities amounted to \$503,812.01.

PUBLIC DEBT.

There is a public debt of \$1,417,791.15, 1d. outstanding. The original debt was incurred in connection with the Praya Reclamation, the Central Market, and water, drainage and sewerage works.

Interest at 3½ per cent. is payable on the loan, which is being paid off by a sinking fund now amounting to \$34,375.74 6d.

INDUSTRIES.

For the first ten months of 1904 the cotton spinning industry suffered severely from the abnormally high price of raw cotton, and during the whole of that period short-time was resorted to. From November onwards a good demand was experienced for yarn and full-time again adopted, but it was not until the middle of December that, as a result of large crops of cotton in the chief producing countries, the cost of the raw material declined to a figure that permitted of spinning being carried on at a profit. At the end of 1904 the outlook for the industry was encouraging, and, provided the price of cotton keeps at a reasonable level, the result of the working for 1905 is expected to be highly satisfactory.

The sugar industry in the Colony during 1904 resulted in large profits to the two local refineries. Owing to the scarcity of supplies in consequence of the large deficiency in the European beet crop, prices gradually advanced throughout the year, without checking demand; the quantity of refined sugar consumed in China largely exceeding that of any previous year, while there was also a good demand from other markets.

Steam-launches and other vessels with an aggregate tonnage of 7,792 were built during the year.

The other large industries in the Colony connected with repairing and docking ships and the manufacture of cement and rope, are in a prosperous condition.

FISHERIES.

A considerable proportion of the boat-population of Hongkong supports itself by deep-sea fishing, in which pursuit a large number of junks are engaged. The villages of Aberdeen, Stanley, Shaikwan, and many others in the New Territories are largely dependent upon this industry for their prosperity. Fresh water fish is imported from Canton and the West River.

Rules for the regulation, control, and licensing of oyster fisheries in the New Territories were made during the year.

FORESTRY, BOTANICAL SCIENCE AND AGRICULTURE.

111,198 trees were planted in Hongkong during the year including 105,645 pine and 1,978 camphor trees. It was proposed at the commencement of the year to introduce a scheme for felling and re-planting pine forests on the block system with a twenty-five years rotation. But as the scheme was looked upon with ill-favour by the public and as the opinion was expressed in well-informed quarters that a long period of rotation was preferable, it was decided to suspend felling operations while the advice of the Indian government was obtained. A scheme of issuing forestry licences in the New Territories was initiated in the hope of inducing the Chinese to adopt more economical methods in dealing with the considerable plantations of pine trees formed before the cession of the Territories, and with the object of tempting them to take up fresh areas of waste lands for further planting. The small area available for rice cultivation and the infertility of the soil combine to prevent agriculture from becoming a prominent industry in the Colony. The low-lying land in the New Territories is probably utilized to nearly the fullest extent possible, and it is therefore from the profitable cultivation of the steep hill slopes that any increase in the productiveness of the Territories may be derived. In this connection the cultivation of pine, apple, and experiments that are being made with sisal hemp are of much interest.

LAND GRANTS AND GENERAL VALUE OF LAND.

The amount received from sales of Crown land was over \$486,000, being some \$24,000 less than the receipts for the previous year. Building land in the urban portion of the Colony and in the Peak District is limited in extent and steadily increasing in value. The natural consequence is that house-rents, ex-

pecially on the higher levels, have advanced to an extent probably unknown in other British Colonies.

LEGISLATION.

Sixteen Ordinances were passed during 1904, of which six were measures for the amendment of existing Ordinances. The most important measure was the Sugar Convention Ordinance (No. 14 of 1904) giving effect to Article VIII of the Brussels Sugar Convention, 1902. By the Hill District Reservation Ordinance (No. 4) a residential area is preserved at the Peak. The Opium Monopoly was further protected by an Ordinance (No. 10) controlling the importation and sale of compounds of opium. By the Pilots Ordinance (No. 3) provision was made for the examination and licensing of Pilots, who must be British subjects.

EDUCATION.

The number of Government and grant schools including Queen's College, is 81, of which 23 are upper grade schools in which at least part of the staff is European, and 58 are lower grade schools, under purely native management. Broadly speaking, the upper grade schools teach in English, and the lower grade schools teach in the vernacular.

The total number of scholars in average attendance at Government and grant schools was 4,970. Of these, 1,065 were in Government and 3,905 in grant schools; 2,906 Scholars received instruction in English, and 2,064 in the vernacular. The proportion of boys to girls was 3,336 to 1,734, or a little less than two to one.

A small Anglo-Chinese School was opened at Un Long in the New Territories early in 1904; and arrangements were made to open a new school for children of British parents at Caroline Hill, East Point. The Kowloon School for children of similar parentage, opened in 1902, has had an average attendance of 54.8 as against 64.4 in 1903.

The new code for grant schools has been in force during the year, and has worked very satisfactorily.

It was decided to introduce the study of hygiene into all Government and grant schools, and a suitable text book was prepared.

The revenue derived from school fees was \$36,251.50. The expenditure was \$157,559, being 2.32% of the total expenditure of the Colony.

PUBLIC WORKS.

The principal public works in progress during the year were the Tyam Tuk water-works (1st section) commenced in March and consisting of a storage reservoir with a capacity of 194 million gallons, 2 sets of engines and pumps capable of lifting 14 million gallons a day each with 18" pipe lines the construction of a new 2-foot road to accommodate the mains of the Tyam Tuk water-works and improve the road communications of the Island; the Kowloon water-works, previously described, on which good progress was made; the new law courts, harbour office, western market, bacteriological institute, disinfecting station at Kowloon, gunpowder depot at Green Island; the further extension of the cattle depot, and the foundations for the New Post Office and Government Offices. A commencement was made with quarters for officers at Tai-po, and a public school at Yau-mai. Another bath-house for both sexes in the western part of the town was completed. An area in Kau U Fong, Victoria, recommended by the sanitary experts for resumption, was purchased by the Government at a cost of over \$220,000. Good progress was made with the scheme of 100-foot thoroughfares in Kowloon, and through the King's Park being completed and portions of several lots resumed for the extension of Robinson Road northwards. About \$40,000 was spent on nullah training in the Colony and \$20,000 on the re-construction of street gullies to improve the city drainage system. A beginning was made towards improving the lighting of the harbour approaches by arranging for the transfer of the 1st order light at Cape D'Aguiar to a new tower on Green Island. Reclamation was undertaken at Tai-kok-sui, in conjunction with a private owner, by which that locality will be much improved. New rifle ranges near Kowloon were constructed by the military authorities at the expense of the Colony. The laying of a heavy specially wound cable for telephonic purpose across the harbour was successfully undertaken during the year. The work of laying river-mains was also commenced.

The total amount expended on public works extraordinary, exclusive of the Praya East reclamation and river-mains, was \$1,264,351.10 and on works annually recurrent \$532,751.85.

GOVERNMENT INSTITUTIONS.

a. HOSPITALS.

Government hospitals consist of the Civil Hospital to which is attached an isolated maternity hospital, the Victoria Hospital for women and children, the Kennedy Town infectious diseases hospital, and the bulk Hospital used mainly for the treatment of small-pox.

The Civil Hospital contains 150 beds in 19 wards. 2,585 in-patients and 13,106 out-patients were treated during the year 1904. 223 cases of malarial fever were admitted as against 346 in 1903 and 349 in 1902. The Maternity Hospital contains 4 beds for Europeans and 4 for Asiatics. 61 confinements occurred during the year with 2 deaths. The Victoria Hospital opened in November 1903, by Sir Henry Blake, is situated at the Peak and contains 41 beds. During 1904, 111 patients were under treatment. Kennedy Town Hospital contains 26 beds in the main building. In 1904, 87 cases were treated, of which 78 were plague and 5 cholera. On the *Hygeia* 40 cases were treated, of which 32 were small-pox.

LUNATIC ASYLUM.

The asylum is under the direction of the Superintendent of the Government Civil Hospital. European and Chinese patients are separate, the European portion containing 8 beds in separate wards and the Chinese portion 16 beds. 166 patients of all races were treated during 1904, and there were 13 deaths.

THE TUNG WA HOSPITAL.

This Hospital, opened in 1877, is mainly supported by the voluntary subscriptions of Chinese, but receives an annual grant of \$6,000 from the Government. Only Chinese are treated in this institution which takes the place of a poor-house and hospital for Chinese sick and destitute, and is administered by an annually-elected body of 15 Chinese directors. Chinese as well as European methods of treatment are employed in accordance with the wishes expressed by the patients or their friends. The hospital is managed by a committee of Chinese gentlemen annually elected, their appointment being submitted to the Governor for confirmation. The financial position of the hospital was improved during the year and its title to its investments in land was secured by Ordinance.

OTHER GOVERNMENT INSTITUTIONS. The prison, observatory, post office, educational establishments and other Government institutions are dealt with under separate heads.

INSTITUTIONS NOT SUPPORTED BY GOVERNMENT.

Among institutions, recognized and encouraged but not to any considerable extent supported by Government may be mentioned the Pó Leung Kuk, the College of Medicine for Chinese, and the City Hall.

The Pó Leung Kuk is an institution, incorporated in 1895, presided over by the Registrar General and an annually-elected committee of

Chinese gentlemen, for the protection of women and children. The inmates of the home receive daily instruction in elementary subjects and are allowed to earn pocket-money by needle-work. During 1904, a total of 675 persons were admitted. Of these, 287 were released after inquiry, 38 were released under bond, 138 were placed in charge of their husbands, parents or relations, 8 were placed in charge of the Japanese Consul, 76 were sent to charitable institutions in China, 15 were sent to school, convent or refuge, 11 were adopted, 29 were married and 2 died. In consequence of an epidemic of beriberi during the summer the women's quarters were vacated and the inmates temporarily distributed between the Tung Wa Hospital and the Italian Convent.

The Hong Kong College of Medicine for Chinese was founded in 1887, for the purpose of teaching surgery, medicine and obstetrics to Chinese. The government of the College is vested in the Council, of which the Rector of the College, who has always been a Government official, is President. Eighty-seven students have been enrolled up to the end of 1904, and of these 19 have become qualified licentiates and have obtained various posts under Government and elsewhere. The institution is of great value in spreading a knowledge of Western medical science among the Chinese; and in addition to the employment of certain of the licentiates in the public service, the senior students have frequently been made use of for various purposes during epidemics. A Government grant-in-aid of \$2,500 is made to the College, to be used as honoraria to the lecturers. The City Hall receives an annual Grant of \$2,000 from Government. It contains a Reference Library and Museum.

A FIREMAN'S CLAIM

BEFORE THE COURT.

For some days past the Chief Justice has been engaged at the Supreme Court in hearing evidence in a case in which the main issue is whether either the plaintiff or the defendant, and if so, which, is entitled to a specific sum of \$2,600. The parties in the action are Lam Tung, who was at one time head fireman on board of the steamer *Kin Shan*, and the Nam Loong firm of merchants with premises at Saigon. It seems that last year an extradition case was heard in the Police Court in which an order was made for the return of a Chinaman, named Chow Kwong to Saigon to answer a charge of burglary at the defendants' shop there. The police found \$2,600 in the man's possession and retained the money, and Lam Tung now claims that he is entitled to it, and in support of his contention argues that he had the money on him but owing to his having to be on the deck of his steamer during a typhoon and not wishing to lose it he handed it to Chow Kwong for safe keeping. Subsequently this man was arrested on a charge of burglary and the money being found in his possession was now claimed by the defendants as part of the proceeds of the robbery. These are the main facts upon which the arguments before Mr. F. T. Pigott have been based the plaintiff's version being placed before the Court by Mr. H. E. Pollock, K.C., (instructed by Mr. C. F. Dixon of Mr. Hastings' office), and the defence being entrusted to Mr. H. N. Ferrers, who is briefed by Mr. J. Hays (of Messrs. Johnson, Stokes and Master).

The evidence concluded, Mr. H. N. Ferrers urged that a commission be appointed to proceed to Saigon to take the evidence of a number of persons to prove the position and standing of the plaintiff's business.

His Lordship said he could not see his way to accede to this.

Mr. Ferrers then addressed the Court at great length to show that Chow Kwong's ignorance of Saigon went to prove that he never could have lived there for fourteen years, as was stated. He knew nothing about the principal features of the city and entirely ignorant of its topography.

The argument continues.

AN ECHO OF THE NIGHT.

A RUSSIAN SURRENDER.

The following account of the events which led up to the surrender of Admiral Nebogoff is supplied to the *Herald* by a Staff officer of the Admiral who is now a prisoner at Saseho:—

"In the course of the fighting on May 27th, the Russian fleet was thrown into confusion, and at night it was dispersed by the torpedo attacks. The third squadron under Nebogoff concluded that it would be vain to continue the fighting any longer against so strong an enemy and it was decided to run to Vladivostok with all speed. In the darkness and disorder the squadron had lost its bearings, and the only course now to be taken was to get into touch with Korea or find an island. An order was given by the Admiral for the vessels to do their utmost to discover land, and immediately report to the flagship. Presently a report was received from the *Taurud*, and the Admiral headed the squadron in that direction. The report was soon followed by another saying that the land in sight was Ul-leung Island, and the position of the squadron was then ascertained. Encouraged by this discovery, Admiral Nebogoff steamed on, and when turning round the island, to our great surprise a strong Japanese squadron came in sight. Admiral Togo's flagship was in the van, the *Mikasa*, flying the flag of Admiral Mito, bringing up the rear. The Japanese proved too strong to be fought, and Admiral Nebogoff resolved to surrender. His staff and the commanding officers of all his ships agreed without a dissenting voice. At this moment the cruiser *Taurud*, which is of very high speed, dashed out and escaped."

TOGO'S CONVICTION.

The officer says Admiral Togo accepted the offer to surrender without hesitation, and invited Admiral Nebogoff to his ship, the *Mikasa*. He was shown to the cabin of the Japanese Commander-in-Chief, and there the ceremony of surrender was gone through. Upon the conclusion, Admiral Nebogoff opened a general conversation and remarked:—"I am astonished by the excellence of your plan of operations and tactics, and cannot help admiring your professional ability. How did you come to conclude that we were going to pass through Tsushima Straits?" Admiral Togo smiled and replied:—"You circulated different reports, hinting that you were coming by way of Soya or Tsugami Straits, but I had a firm conviction that you were resolved to force a passage through Tsushima Straits. The present is the foggy season at Soya or Tsugami, and no one who has the least knowledge of the navigation would be so imprudent as to attempt to pass with any large fleet through such dangerous waters. I was convinced that you were circulating these reports with a view to deceiving me." Admiral Nebogoff seemed surprised at the reply of Togo, and then spoke of the destructive power of the Japanese shells, mentioning that the strong armour of the battleship *Nicolai* was perforated by every shot sent by the Japanese 12-inch guns. Nebogoff, admitted that he had not the slightest idea that the fire would be so powerful. Admiral Togo smiled again, and merely replied:—"Is that so?" The conversation then ended.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks ... \$807 1/2
National Banks ... 37 1/2
Union Insurances ... 695
China Traders ... 70 1/2
Canton Insurances ... 317 1/2
Hongkong Fires ... 302 1/2
China Fire ... 87 1/2
H. C. & M. Steamboats ... 27 1/2
Indo-Chinas ... 100 1/2
Douglases ... 35 1/2
China Sugars ... 215 1/2
Lurons ... 31 1/2
Raubis ... 51 1/2
Docks ... 192 1/2
Kowloon Wharves ... 95 1/2
Fushams ... 158 1/2
Hongkong Lands ... 120 1/2
Hongkong Hotels ... 142 1/2
Humphreys Estates ... 12 1/2
Ewo Cottons ... 40 1/2

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. ... 10 9/16
Do, demand ... 1 10/16
Do, 4 months' sight ... 1 10/16
France—Bank T.T. ... 2 3/16
America—Bank T.T. ... 45 1/16
Germany—Bank T.T. ... 1 1/2
India T.T. ... 1 1/2
Do, demand ... 1 1/2
Shanghai—Bank T.T. ... 7 1/16
Yapah—Bank T.T. ... 9 1/16
Java—Bank T.T. ... 12 1/16
Buying.
4 months' sight L/C ... 1 10/16
6 months' sight L/C ... 1 11/16
32 days' sight San Francisco & New York ... 46 1/16
4 months' sight do ... 47 1/16
30 days' sight Sydney and Melbourne ... 1 1/16
4 months' sight France ... 2 1/16
6 months' sight do ... 2 1/16
1 month's sight Germany ... 1 1/2
Bar Silver ... 27 1/2
Bank of England rate ... 2 1/2
Sovereign ... 10 6 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New ... @ 1,140
" Old ... @ 1,180
" Older ... @ 1,230 1/2
" Oldest ... @ 1,240
" Anna New ... @ 1,112 1/2
" Anna New ... @ 1,080
" Anna New ... @ 780 1/2

Today's Advertisements.

HONGKONG HOTEL.

— MENU —

SATURDAY, JUNE 24TH, 1905.

DINNER.

HORS D'OEUVRES.
Caviar in Eggs.

SOUP.

Mock Turtle Soup.

FISH.

Fish à la Maitre.

ENTREES.

Lamb Cutlets à la Westmoreland.
Ox Tongue à la Poquette.
Indian Corn and Butter Sauce.

CURRY.

Calcutta Curry.

JOINTS, &c.

Roast Australian Beef.
Roast Capon and Sausage.
Boiled York Ham and Champagne Sauce.
Cold Stuffed Duck and Plain Salad.

SWEETS.

Semolina Pudding.
Ratafia Ice Cream and Finger Cakes.
Apple Tart. Tippy Cake.

DESSERT.

Coffee. Fruits. [678]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

(SATURDAY), the 24th June, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

2 Cases FLANNELS, 3 Cases BLANKETS, 76 Cases SARDINES, 3 Cases PENCILS, 23 SCALES, 3 Cases SOAPS, and 18 Pairs JAPANESE CURTAINS.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 23rd June, 1905. [679]

HONGKONG JOCKEY CLUB.

NOTICE.

A MEETING OF MEMBERS who wish to be interested in the Subscription for the new RACE MEETING to be held in the Hongkong Hotel, on TUESDAY Next, 27th instant, at 4.30 P.M.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 23rd June, 1905. [677]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"TIENTSIN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 23rd June, 1905. [6]

Intimations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY

IMPLICITLY ON GETTING

FROM US

PIANOS

OF THE

HIGHEST CLASS

EMBODYING THE VERY BEST

MUSICAL AND WEARING

QUALITIES,

AT

MODERATE PRICES.

OUR CLIENTS HAVE THE

ADVANTAGE OF OUR

30 YEARS' EXPERIENCE AS

EXPERTS,

DEVOTED

EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE

REGIMENTAL NICKNAMES

IN THE BRITISH ARMY.

[Continued from page 3.]

ELEGANT EXTRACTS.

From the fact that most of the officers serving in the Royal Fusiliers (City of London Regiment) were selected from other corps, the regiment bears as its nickname that of the "Elegant Extracts."

"The Holy Boys," the nickname of the Norfolk Regiment, arose through a curious mistake during the Peninsular War. The Spanish took the figure of Britannia on the crosslets of the regiment for that of the Virgin Mary—hence the name.

The Suffolk Regiment answers to the name of "The Old Dozen" from the number of their regimental district, "No. 12."

The Indian Mutiny was responsible for many brave and daring deeds. One of them has been handed down in the name of The Gloucestershire Regiment, "The Prince of Wales's Own" (Yorkshire Regiment), and in those days its facings were green. For many years the regiment patiently lived under the unenviable appellation of "Howard's Garbage."

A Colonel Howard at one time commanded the Prince of Wales's Own (Yorkshire Regiment), and in those days its facings were green. For many years the regiment patiently lived under the unenviable appellation of "Howard's Garbage."

Again, the Chester Regiment bear a nickname derived from their uniforms. In 1795, whilst it was recruiting at Chester, the recruits were served out with red jackets, breeches and waistcoats, in lieu of proper clothing. They were dubbed "The Red Knight," and the name has stuck. It may be mentioned, en passant, that it was whilst heading a charge of this regiment (then the Souths, Grenadiers) and another that Wolfe received his mortal wound at Quebec.

The nickname of the Gloucestershire Regiment, "The Fore and Aft," was won at Alexandria in 1801. The regiment was attacked by French cavalry while in line, and there being no time to form a square, the colonel ordered the rear rank to "right about face" and back to back the regiment stood, eventually beating off the French horse, 7,000 in number.

When the disturbances which preceded the outbreak of the American War commenced in 1770, the 29th Foot (Worcestershire Regiment) was the first one to draw blood. The inhabitants of Boston, in the bitterness of their hatred, spoke of the soldiers as the "Vein Openers," and by that nickname has the regiment since been known.

Another regiment very proud of its sobriquet is the Duke of Wellington's (West Riding Regiment). The 76th Foot, the 2nd Battalion, 1866, had lost most of its men through wounds or death during the previous ten or twelve stormy years. What was left of them were christened "The Immortals."

The 69th, the Welsh Regiment, take the nickname of the "U's and D's" from their regimental number, which can be read either way up.

Everyone knows the name of the "Black Watch," the name the Royal Highlanders popularly bear, but few know how the name arose. It arose in the following manner: In 1730, six independent companies of Highlanders were raised for the protection of Edinburgh. The companies were raised chiefly from the clans Campbell, Grant, and Munro.

These independent companies were, in 1731, amalgamated into a regular regiment, under the title of the "Highland Regiment," commanded by the Earl of Crawford, which, in 1751, was numbered the 42nd. On becoming amalgamated all the bright colours in the tartans were extracted, leaving only the dark green ground, and from this circumstance rose the title "The Black Watch."

The 9th, the 2nd Battalion of the Queen's Own (Royal West Kent Regiment) bear the quaint name of the "Celestials." The nickname is derived from the fact that this battalion wear sky-blue facings on their scarlet tunics.

From their extraordinary fighting propensities at Albuera, the 57th Foot, the Duke of Cambridge's Own (Middlesex Regiment) earned the honourable cognomen of the "Die Hard." In this action, out of 25 officers, there died 22 killed and wounded; of 570 rank and file, 425 were killed and wounded. The King's colour was riddled by thirty bullets; the colonel cried frequently: "Die hard, my men, die hard," and from that day the regiment is cognized in camp and barracks as "Die Hard."

The nickname of the Princess Victoria's (Royal Irish Fusiliers) as set through other regiments mistaking their Irish war cry of "Fagan-healch"—meaning, "Clear the way"—for some reference to fog, and the regiment accordingly received the nickname of "The Old Fogies."

"The Devil's Own" was the name conferred on the Conn. Light Bangers by General Picton for their undaunted bravery in face of the enemy. It is also whispered that this regiment was given this particular nickname because of the irregularity of its members, both in camp and quarters, at one time.

The 93rd Foot, Princess Louise's (Argyll and Sutherland Highlander) carry as their nickname a household word throughout the English speaking world. The regiment won its name of the "Thin Red Line" at the Battle of Balaclava, from the formation ordered by its leader, Sir Colin Campbell, afterwards Lord Clyde, who, when the Russian cavalry were closing, conceived the daring project of receiving them in line. The movement proved thoroughly successful, and the Russian were completely routed.

For years one regiment, the Bedfordshire, had the ill-luck to see no service, or whenever it was ordered on active service, it invariably arrived just on the declaration of peace; hence it received the nickname of "The Peacemakers." Since those days it has had blessed on its colours, "Malplaquet," "Ramillies," "Oudenarde," and "Malplaquet," but the old nickname still sticks.

For fighting in their shirt sleeves at Delhi in 1857—the Royal Munster Fusiliers won for themselves the nickname of "The Dirty Shirts," and far from it being considered an undignified title, it is one both men and officers are proud of.

The Army Service Corps rejoices in more than one nickname. Originally it was the Land Transport Corps, and the initials of these words suggested the "London Thieving Corps." When it was the Military Train, it was dubbed the "Murdering Thieves," and also the "Mule Train" by reason of the horses being replaced by mule teams. It is now more commonly known by its initials, "The A.S.C."

The "Lined Lancers," or "Ponies Whippers," the two names the Medical Staff Corps answer to, and, thanks to the Empire poet, everyone is familiar with the nickname of the Royal Marines—"The Jollies."

Many other regiments bear nicknames but in this article it has been the object to give rather a selection of nicknames that have accrued through widely different channels. It would be interesting to hear if local and colonial regiments also bear nicknames, and how they obtained them.—E. J. in Sydney Daily Telegraph.

SHIPPING.

ARRIVALS.
Eccles, Ger. s.s., 3,285, 18th June, 21st June, 22nd June, 23rd June, 24th June, 25th June, 26th June, 27th June, 28th June, 29th June, 30th June, 1st July, 2nd July, 3rd July, 4th July, 5th July, 6th July, 7th July, 8th July, 9th July, 10th July, 11th July, 12th July, 13th July, 14th July, 15th July, 16th July, 17th July, 18th July, 19th July, 20th July, 21st July, 22nd July, 23rd July, 24th July, 25th July, 26th July, 27th July, 28th July, 29th July, 30th July, 1st August, 2nd August, 3rd August, 4th August, 5th August, 6th August, 7th August, 8th August, 9th August, 10th August, 11th August, 12th August, 13th August, 14th August, 15th August, 16th August, 17th August, 18th August, 19th August, 20th August, 21st August, 22nd August, 23rd August, 24th August, 25th August, 26th August, 27th August, 28th August, 29th August, 30th August, 1st September, 2nd September, 3rd September, 4th September, 5th September, 6th September, 7th September, 8th September, 9th September, 10th September, 11th September, 12th September, 13th September, 14th September, 15th September, 16th September, 17th September, 18th September, 19th September, 20th September, 21st September, 22nd September, 23rd September, 24th September, 25th September, 26th September, 27th September, 28th September, 29th September, 30th September, 1st October, 2nd October, 3rd October, 4th October, 5th October, 6th October, 7th October, 8th October, 9th October, 10th October, 11th October, 12th October, 13th October, 14th October, 15th October, 16th October, 17th October, 18th October, 19th October, 20th October, 21st October, 22nd October, 23rd October, 24th October, 25th October, 26th October, 27th October, 28th October, 29th October, 30th October, 1st November, 2nd November, 3rd November, 4th November, 5th November, 6th November, 7th November, 8th November, 9th November, 10th November, 11th November, 12th November, 13th November, 14th November, 15th November, 16th November, 17th November, 18th November, 19th November, 20th November, 21st November, 22nd November, 23rd November, 24th November, 25th November, 26th November, 27th November, 28th November, 29th November, 30th November, 1st December, 2nd December, 3rd December, 4th December, 5th December, 6th December, 7th December, 8th December, 9th December, 10th December, 11th December, 12th December, 13th December, 14th December, 15th December, 16th December, 17th December, 18th December, 19th December, 20th December, 21st December, 22nd December, 23rd December, 24th December, 25th December, 26th December, 27th December, 28th December, 29th December, 30th December, 1st January, 2nd January, 3rd January, 4th January, 5th January, 6th January, 7th January, 8th January, 9th January, 10th January, 11th January, 12th January, 13th January, 14th January, 15th January, 16th January, 17th January, 18th January, 19th January, 20th January, 21st January, 22nd January, 23rd January, 24th January, 25th January, 26th January, 27th January, 28th January, 29th January, 30th January, 1st February, 2nd February, 3rd February, 4th February, 5th February, 6th February, 7th February, 8th February, 9th February, 10th February, 11th February, 12th February, 13th February, 14th February, 15th February, 16th February, 17th February, 18th February, 19th February, 20th February, 21st February, 22nd February, 23rd February, 24th February, 25th February, 26th February, 27th February, 28th February, 29th February, 30th February, 1st March, 2nd March, 3rd March, 4th March, 5th March, 6th March, 7th March, 8th March, 9th March, 10th March, 11th March, 12th March, 13th March, 14th March, 15th March, 16th March, 17th March, 18th March, 19th March, 20th March, 21st March, 22nd March, 23rd March, 24th March, 25th March, 26th March, 27th March, 28th March, 29th March, 30th March, 1st April, 2nd April, 3rd April, 4th April, 5th April, 6th April, 7th April, 8th April, 9th April, 10th April, 11th April, 12th April, 13th April, 14th April, 15th April, 16th April, 17th April, 18th April, 19th April, 20th April, 21st April, 22nd April, 23rd April, 24th April, 25th April, 26th April, 27th April, 28th April, 29th April, 30th April, 1st May, 2nd May, 3rd May, 4th May, 5th May, 6th May, 7th May, 8th May, 9th May, 10th May, 11th May, 12th May, 13th May, 14th May, 15th May, 16th May, 17th May, 18th May, 19th May, 20th May, 21st May, 22nd May, 23rd May, 24th May, 25th May, 26th May, 27th May, 28th May, 29th May, 30th May, 1st June, 2nd June, 3rd June, 4th June, 5th June, 6th June, 7th June, 8th June, 9th June, 10th June, 11th June, 12th June, 13th June, 14th June, 15th June, 16th June, 17th June, 18th June, 19th June, 20th June, 21st June, 22nd June, 23rd June, 24th June, 25th June, 26th June, 27th June, 28th June, 29th June, 30th June, 1st July, 2nd July, 3rd July, 4th July, 5th July, 6th July, 7th July, 8th July, 9th July, 10th July, 11th July, 12th July, 13th July, 14th July, 15th July, 16th July, 17th July, 18th July, 19th July, 20th July, 21st July, 22nd July, 23rd July, 24th July, 25th July, 26th July, 27th July, 28th July, 29th July, 30th July, 1st August, 2nd August, 3rd August, 4th August, 5th August, 6th August, 7th August, 8th August, 9th August, 10th August, 11th August, 12th August, 13th August, 14th August, 15th August, 16th August, 17th August, 18th August, 19th August, 20th August, 21st August, 22nd August, 23rd August, 24th August, 25th August, 26th August, 27th August, 28th August, 29th August, 30th August, 1st September, 2nd September, 3rd September, 4th September, 5th September, 6th September, 7th September, 8th September, 9th September, 10th September, 11th September, 12th September, 13th September, 14th September, 15th September, 16th September, 17th September, 18th September, 19th September, 20th September, 21st September, 22nd September, 23rd September, 24th September, 25th September, 26th September, 27th September, 28th September, 29th September, 30th September, 1st October, 2nd October, 3rd October, 4th October, 5th October, 6th October, 7th October, 8th October, 9th October, 10th October, 11th October, 12th October, 13th October, 14th October, 15th October, 16th October, 17th October, 18th October, 19th October, 20th October, 21st October, 22nd October, 23rd October, 24th October, 25th October, 26th October, 27th October, 28th October, 29th October, 30th October, 1st November, 2nd November, 3rd November, 4th November, 5th November, 6th November, 7th November, 8th November, 9th November, 10th November, 11th November, 12th November, 13th November, 14th November, 15th November, 16th November, 17th November, 18th November, 19th November, 20th November, 21st November, 22nd November, 23rd November, 24th November, 25th November, 26th November, 27th November, 28th November, 29th November, 30th November, 1st December, 2nd December, 3rd December, 4th December, 5th December, 6th December, 7th December, 8th December, 9th December, 10th December, 11th December, 12th December, 13th December, 14th December, 15th December, 16th December, 17th December, 18th December, 19th December, 20th December, 21st December, 22nd December, 23rd December, 24th December, 25th December, 26th December, 27th December, 28th December, 29th December, 30th December, 1st January, 2nd January, 3rd January, 4th January, 5th January, 6th January, 7th January, 8th January, 9th January, 10th January, 11th January, 12th January, 13th January, 14th January, 15th January, 16th January, 17th January, 18th January, 19th January, 20th January, 21st January, 22nd January, 23rd January, 24th January, 25th January, 26th January, 27th January, 28th January, 29th January, 30th January, 1st February, 2nd February, 3rd February, 4th February, 5th February, 6th February, 7th February, 8th February, 9th February, 10th February, 11th February, 12th February, 13th February, 14th February, 15th February, 16th February, 17th February, 18th February, 19th February, 20th February, 21st February, 22nd February, 23rd February, 24th February, 25th February, 26th February, 27th February, 28th February, 29th February, 30th February, 1st March, 2nd March, 3rd March, 4th March, 5th March, 6th March, 7th March, 8th March, 9th March, 10th March, 11th March, 12th March, 13th March, 14th March, 15th March, 16th March, 17th March, 18th March, 19th March, 20th March, 21st March, 22nd March, 23rd March, 24th March, 25th March, 26th March, 27th March, 28th March, 29th March, 30th March, 1st April, 2nd April, 3rd April, 4th April, 5th April, 6th April, 7th April, 8th April, 9th April, 10th April, 11th April, 12th April, 13th April, 14th April, 15th April, 16th April, 17th April, 18th April, 19th April, 20th April, 21st April, 22nd April, 23rd April, 24th April, 25th April, 26th April, 27th April, 28th April, 29th April, 30th April, 1st May, 2nd May, 3rd May, 4th May, 5th May, 6th May, 7th May, 8th May, 9th May, 10th May, 11th May, 12th May, 13th May, 14th May, 15th May, 16th May, 17th May, 18th May, 19th May, 20th May, 21st May, 22nd May, 23rd May, 24th May, 25th May, 26th May, 27th May, 28th May, 29th May, 30th May, 1st June, 2nd June, 3rd June, 4th June, 5th June, 6th June, 7th June, 8th June, 9th June, 10th June, 11th June, 12th June, 13th June, 14th June, 15th June, 16th June, 17th June, 18th June, 19th June, 20th June, 21st June, 22nd June, 23rd June, 24th June, 25th June, 26th June, 27th June, 28th June, 29th June, 30th June, 1st July, 2nd July, 3rd July, 4th July, 5th July, 6th July, 7th July, 8th July, 9th July, 10th July, 11th July, 12th July, 13th July, 14th July, 15th July, 16th July, 17th July, 18th July, 19th July, 20th July, 21st July, 22nd July, 23rd July, 24th July, 25th July, 26th July, 27th July, 28th July, 29th July, 30th July, 1st August, 2nd August, 3rd August, 4th August, 5th August, 6th August, 7th August, 8th August, 9th August, 10th August, 11th August, 12th August, 13th August, 14th August, 15th August, 16th August, 17th August, 18th August, 19th August, 20th August, 21st August, 22nd August, 23rd August, 24th August, 25th August, 26th August, 27th August, 28th August, 29th August, 30th August, 1st September, 2nd September, 3rd September, 4th September, 5th September, 6th September, 7th September, 8th September, 9th September, 10th September, 11th September, 12th September, 13th September, 14th September, 15th September, 16th September, 17th September, 18th September, 19th September, 20th September, 21st September, 22nd September, 23rd September, 24th September, 25th September, 26th September, 27th September, 28th September, 29th September, 30th September, 1st October, 2nd October, 3rd October, 4th October, 5th October, 6th October, 7th October, 8th October, 9th October, 10th October, 11th October, 12th October, 13th October, 14th October, 15th October, 16th October, 17th October, 18th October, 19th October, 20th October, 21st October, 22nd October, 23rd October, 24th October, 25th October, 26th October, 27th October, 28th October, 29th October, 30th October, 1st November, 2nd November, 3rd November, 4th November, 5th November, 6th November, 7th November, 8th November, 9th November, 10th November, 11th November, 12th November, 13th November, 14th November, 15th November, 16th November, 17th November, 18th November, 19th November, 20th November, 21st November, 22nd November, 23rd November, 24th November, 25th November, 26th November, 27th November, 28th November, 29th November, 30th November, 1st December, 2nd December, 3rd December, 4th December, 5th December, 6th December, 7th December, 8th December, 9th December, 10th December, 11th December, 12th December, 13th December, 14th December, 15th December, 16th December, 17th December, 18th December, 19th December, 20th December, 21st December, 22nd December, 23rd December, 24th December, 25th December, 26th December, 27th December, 28th December, 29th December, 30th December, 1st January, 2nd January, 3rd January, 4th January, 5th January, 6th January, 7th January, 8th January, 9th January, 10th January, 11th January, 12th January, 13th January, 14th January, 15th January, 16th January, 17th January, 18th January, 19th January, 20th January, 21st January, 22nd January, 23rd January, 24th January, 25th January, 26th January, 27th January, 28th January, 29th January, 30th January, 1st February, 2nd February, 3rd February, 4th February, 5th February, 6th February, 7th February, 8th February, 9th February, 10th February, 11th February, 12th February, 13th February, 14th February, 15th February, 16th February, 17th February, 18th February, 19th February, 20th February, 21st February, 22nd February, 23rd February, 24th February, 25th February, 26th February, 27th February, 28th February, 29th February, 30th February, 1st March, 2nd March, 3rd March, 4th March, 5th March, 6th March, 7th March, 8th March, 9th March, 10th March, 11th March, 12th March, 13th March, 14th March, 15th March, 16th March, 17th March, 18th March, 19th March, 20th March, 21st March, 22nd March, 23rd March, 24th March, 25th March, 26th March, 27th March, 28th March, 29th March, 30th March, 1st April, 2nd April, 3rd April, 4th April, 5th April, 6th April, 7th April, 8th April, 9th April, 10th April, 11th April, 12th April, 13th April, 14th April, 15th April, 16th April, 17th April, 18th April, 19th April, 20th April, 21st April, 22nd April, 23rd April, 24th April, 25th April, 26th April, 27th April, 28th April, 29th April, 30th April, 1st May, 2nd May, 3rd May, 4th May, 5th May, 6th May, 7th May, 8th May, 9th May, 10th May, 11th May, 12th May, 13th May, 14th May, 15th May, 16th May, 17th May, 18th May, 19th May, 20th May, 21st May, 22nd May, 23rd May, 24th May, 25th May, 26th May, 27th May, 28th May, 29th May, 30th May, 1st June, 2nd June, 3rd June, 4th June, 5th June, 6th June, 7th June, 8th June, 9th June, 10th June, 11th June, 12th June, 13th June, 14th June, 15th June, 16th June, 17th June, 18th June, 19th June, 20th June, 21st June, 22nd June, 23rd June, 24th June, 25th June, 26th June, 27th June, 28th June, 29th June, 30th June, 1st July, 2nd July, 3rd July, 4th July, 5th July, 6th July, 7th July, 8th July, 9th July, 10th July, 11th July, 12th July, 13th July, 14th July, 15th July, 16th July, 17th July, 18th July, 19th July, 20th July, 21st July, 22nd July, 23rd July, 24th July, 25th July, 26th July, 27th July, 28th July, 29th July, 30th July, 1st August, 2nd August, 3rd August, 4th August, 5th August, 6th August, 7th August, 8th August, 9th August, 10th August, 11th August, 12th August, 13th August, 14th August, 15th August, 16th August, 17th August, 18th August, 19th August, 20th August, 21st August, 22nd August, 23rd August, 24th August, 25th August, 26th August, 27th August, 28th August, 29th August, 30th August, 1st September, 2nd September, 3rd September, 4th September, 5th September, 6th September, 7th September, 8th September, 9th September, 10th September, 11th September, 12th September, 13th September, 14th September, 15th September, 16th September, 17th September, 18th September, 19th September, 20th September, 21st September, 22nd September, 23rd September, 24th September, 25th September, 26th September, 27th September, 28th September, 29th September, 30th September, 1st October, 2nd October, 3rd October, 4th October, 5th October, 6th October, 7th October, 8th October, 9th October, 10th October, 11th October, 12th October, 13th October, 14th October, 15th October, 16th October, 17th October, 18th October, 19th October, 20th October, 21st October, 22nd October, 23rd October, 24th October, 25th October, 26th October, 27th October, 28th October, 29th October, 30th October, 1st November, 2nd November, 3rd November, 4th November, 5th November, 6th November, 7th November, 8th November, 9th November, 10th November, 11th November, 12th November, 13th November, 14th November, 15th November, 16th November, 17th November, 18th November, 19th November, 20th November, 21st November, 22nd November, 23rd November, 24th November, 25th November, 26th November, 27th November, 28th November, 29th November, 30th November, 1st December, 2nd December, 3rd December, 4th December, 5th December, 6th December, 7th December, 8th December, 9th December, 10th December, 11th December, 12th December, 13th December, 14th December, 15th December, 16th December, 17th December, 18th December, 19th December, 20th December, 21st December, 22nd December, 23rd December, 24th December, 25th December, 26th December, 27th December, 28th December, 29th December, 30th December, 1st January, 2nd January, 3rd January, 4th January, 5th January, 6th January, 7th January, 8th January, 9th January, 10th January, 11th January, 12th January, 13th January, 14th January, 15th January, 16th January, 17th January, 18th January, 19th January, 20th January, 21st January, 22nd January, 23rd January, 24th January, 25th January, 26th January, 27th January, 28th January, 29th January, 30th January, 1st February, 2nd February, 3rd February, 4th February, 5th February, 6th February, 7th February, 8th February, 9th February, 10th February, 11th February, 12th February, 13th February, 14th February, 15th February, 16th February, 17th February, 18th February, 19th February, 20th February, 21st February, 22nd February, 23rd February, 24th February, 25th February, 26th February, 27th February, 28th February, 29th February, 30th February, 1st March, 2nd March, 3rd March, 4th March, 5th March, 6th March, 7th March, 8th March, 9th March, 10th March, 11th March, 12th March, 13th March, 14th March, 15th March, 16th March, 17th March, 18th March, 19th March, 20th March, 21st March, 22nd March, 23rd March, 24th March, 25th March, 26th March, 27th March, 28th March, 29th March, 30th March, 1st April, 2nd April, 3rd April, 4th April, 5th April, 6th April, 7th April, 8th April, 9th April, 10th April, 11th April, 12th April, 13th April, 14th April, 15th April, 16th April, 17th April, 18th April, 19th April, 20th April, 21st April, 22nd April, 23rd April, 24th April, 25th April, 26th April, 27th April, 28th April, 29th April, 30th April, 1st May, 2nd May, 3rd May, 4th May, 5th May, 6th May, 7th May, 8th May, 9th May, 10th May, 11th May, 12th May, 13th May, 14th May, 15th May, 16th May, 17th May, 18th May, 19th May, 20th May, 21st May, 22nd May, 23rd May, 24th May, 25th May, 26th May, 27th May, 28th May, 29th May, 30th May, 1st June, 2nd June, 3rd June, 4th June, 5th June, 6th June, 7th June, 8th June, 9th June, 10th June, 11th June, 12th June, 13th June, 14th June, 15th June, 16th June, 17th June, 18th June, 19th June, 20th June, 21st June, 22nd June, 23rd June, 24th June, 25th June, 26th June, 27th June, 28th June, 29th June, 30th June, 1st July, 2nd July, 3rd July, 4th July, 5th July, 6th July, 7th July, 8th July, 9th July, 10th July, 11th July, 12th July, 13th July, 14th July, 15th July, 16th July, 17th July, 18th July, 19th July, 20th July, 21st July, 22nd July, 23rd July, 24th July, 25th July, 26th July, 27th July, 28th July, 29th July, 30th July, 1st August, 2nd August, 3rd August, 4th August, 5th August, 6th August, 7th August, 8th August, 9th August, 10th August, 11th August, 12th August, 13th August, 14th August, 15th August, 16th August, 17th August, 18th August, 19th August, 20th August, 21st August, 22nd August, 23rd August, 24th August, 25th August, 26th August, 27th August, 28th August, 29th August, 30th August, 1st September, 2nd September, 3rd September, 4th September, 5th September, 6th September, 7th September, 8th September, 9th September, 10th September, 11th September, 12th September, 13th September, 14th September, 15th September, 16th September, 17th September, 18th September, 19th September, 20th September, 21st September, 22nd September, 23rd September, 24th September, 25th September, 26th September, 27th September, 28th September, 29th September, 30th September, 1st October, 2nd October, 3rd October, 4th October, 5th October, 6th October, 7th October, 8th October, 9th October, 10th October, 11th October, 12th October, 13th October, 14th October, 15th October, 16th October, 17th October, 18th October, 19th October, 20th October, 21st October, 22nd October, 23rd October, 24th October, 25th October, 26th October, 27th October, 28th October, 29th October, 30th October, 1st November, 2nd November, 3rd November, 4th November, 5th November, 6th November, 7th November, 8th November, 9th November, 10th November, 11th November, 12th November, 13th November, 14th November, 15th November, 16th November, 17th November, 18th November, 19th November, 20th November, 21st November, 22nd November, 23rd November, 24th November, 25th November, 26th November, 27th November, 28th November, 29th November, 30th November, 1st December, 2nd December, 3rd December, 4th December, 5th December, 6th December, 7th December, 8th December, 9th December, 10th December, 11th December, 12th December, 13th December, 14th December, 15th December, 16th December, 17th December, 18th December, 19th December, 20th December, 21st December, 22nd December, 23rd December, 24th December, 25th December, 26th December, 27th December, 28th December, 29th December, 30th December, 1st January, 2nd January, 3rd January, 4th January, 5th January, 6th January, 7th January, 8th January, 9th January, 10th January, 11th January, 12th January, 13th January, 14th January, 15th January, 16th January, 17th January, 18th January, 19th January, 20th January, 21st January, 22nd January, 23rd January, 24th January, 25th January, 26th January, 27th January, 28th January, 29th January, 30th January, 1st February, 2nd February, 3rd February, 4th February, 5th February, 6th February, 7th February, 8th February, 9th February, 10th February, 11th February, 12th February, 13th February, 14th February, 15th February, 16th February, 17th February, 18th February, 19th February, 20th February, 21st February, 22nd February, 23rd February, 24th February, 25th February, 26th February, 27th February, 28th February, 29th February, 30th February, 1st March, 2nd March, 3rd March, 4th March, 5th March, 6th March, 7th March, 8th March, 9th March, 10th March, 11th March, 12th March, 13th March, 14th March, 15th March, 16th March, 17th March, 18th March, 19th March, 20th March, 21st March, 22nd March, 23rd March, 24th March, 25th March, 26

The Hongkong Telegraph

MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No. 4880

號二十月五年一十三緒光

SATURDAY, JUNE 24, 1905.

六拜禮

號四廿月六英曆

\$13 PER ANNUM
SINGLE COPY, 25 CENTS.

NOTICE
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
WHOLELY—\$18 per annum.

The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messengers. On copies sent by post, an additional \$1.20 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

CONTENTS.

Births, Marriages and Deaths.

Leading Articles:—

- The Harbour Master's Report.
- Finger Prints.
- Bonds of Empire.
- Municipal Ownership.
- Chinese Neutrality.
- The Curse of Opium.
- The Fish Theory of Leprosy.
- The Cruiser Squadron.

Telegrams:—

- British Steamer Missing.
- Anxiety Occasioned.
- Outrage at Shanghai.
- Japanese Squadron.
- The American Boycott.
- The Press Boat Samsun.
- S.S. Samsun's True Errand.
- Russians Surrounded.
- Famine, Boycot.
- Reduction of Capital.

Meetings:—

- The Peak Tramways.
- The China Light and Power Co., Ltd.
- Legislative Council.
- Waihaiwei Gold Mining Co., Ltd.

Legal Intelligence:—

- Criminal Sessions.
- A Chinese Debtor.
- A Fireman's Claim.
- The S.S. Samsun Case.
- Released from Gaol.

Police:—

- Callous Rogues.
- Refusing Duty.
- Alleged Embezzlement.
- Suspected Murder.
- A Supper Party.

Miscellaneous Articles and Reports:—

- Delillos Trust.
- The Port of Hongkong.
- Bacteriology in Hongkong.
- The Blue Book.
- Naval Notes.
- Shipping Jetties.
- The Sully.
- Travelling on the Clavering.
- The Jordan Hill Again.
- The Sinking of the St. Klida.
- The Overhauling of the Clavering.
- Collision in Hongkong.
- Hongkong Gymkhana Club.
- Property Sales.
- The Coming of Sandow.
- Canton Notes.
- Canton-Kowloon Railway.
- Tobacco in China.
- Fruit Canning in China.
- S. C. Farman, Boyd & Co., Limited.
- The MacKay Treaty.
- A Question that Failed.
- Admiral Togo.
- In the Wake of the Battle.
- An Echo of the Fight.
- Work of the Torpedo-boats in the Naval Battle.
- Admiral Rohdetsky's Council of War.
- Downie Versus the Bangkok Dock.
- Medical School for the Straits.
- Tanjong Pagar.
- Raub Gold Mining Co.
- Interesting Newspaper Case.
- Trade with the East.
- The Opium Traffic.

Commercial:—

- Freight.
- Weekly Share Report.
- Shanghai Share Report.
- Raub.
- Exchange.
- Opium.

Local and General.

BIRTHS.

On 6th June, at "Bon Accord", Duke Street, Penang, the wife of Captain R. OWEN, of a daughter.

On 7th June, at Penang, the wife of Chief Inspector W. J. POLY, F. M. S. Police, of a daughter.

At Hankow on the 10th June, to Mr. and Mrs. BERTHARD JONES, a son.

On the 16th June, at Shanghai, the wife of HENRY MOORE, Chief of a son.

June 18th, at Westbourne Villa, N., to Mr. and Mrs. GEORGE CURRY, a son.

On 18th May, at St. Montagu-mansions, Portman-square, W., the wife of A. K. BUTTERY, of Penang, of a daughter.

On 18th May, at Harracott House, Tawstock, the wife of JOHN FREDERICK WATFORD, of Clannaborough, Devon, Advocate of the Supreme Court of the Straits Settlements, of a son.

On 23rd instant, at No. 4, Canton Villas, Kowloon, the wife of THOS. SKINNER, of a daughter.

MARRIAGES.

On the 6th May, in Salisbury Cathedral, EDMUND NELSON-FISHER, Capt., the Manchester Regiment, son of the late Van. Edmund Henry Fisher, Archdeacon of Southwark, to GEORGINA MARY, daughter of William Maxwell Hammett of the Close, Salisbury.

On 10th June, at St. Andrew's Cathedral, Singapore, by the Rev. H. C. Izard, Colonial Chaplain, FRANCIS CLIFFORD PALMER LEE, third son of the late Edwin Palmer Lee of Tredegarville, Cardiff, to LUCY AONES MOSLEY, youngest daughter of the late Thomas Henry Mosley of Calcutta.

On 17th May, at Cannes, R. D. ROBISON, to BLANCHETTE EMILY BUCHANAN-DUNLOP, both of Yorkham.

On 20th May, at Lyndhurst-road, Church, Hampstead, by the Rev. Dr. Horton, JOHN ANDERSON, second son of Alexander Johnston, formerly of Singapore, to MARGARET WELSH, younger daughter of Andrew Gordon, of 19, Thurlo-road, Hampstead, N.W., and 62, Corshill, E.C.

DEATHS.

On 5th inst. at Port Swettenham, of pneumonia, WILLIAM GEORGE CHRISTIE WALTER, aged 45.

On 7th June, at Ayer Itam, Penang, LEWIS EBBERT, aged 74 years.

At River Valley Road, Singapore, RUTH DODGE, the beloved daughter of Mr. and Mrs. C. G. Dodges, aged 71 months.

On the 16th instant, at Serangoon Road, Singapore, MARTINAH widow of the late Gilbert Wilson, aged 67 years and 5 months.

On 19th May, at 5, Radnor-park avenue, Folkestone, FRANCIS HELMER FIRTH, late of the Peninsular and Oriental S. N. Co., in his 78th year.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JUNE 24, 1905.

THE HARBOUR MASTER'S REPORT.

(17th June.)

The latest annual report on Hongkong, which covers the work of the harbour department, during 1904, shows that the Colony's advance towards even greater prosperity is being steadily maintained. The Hon. Capt. Barnes Lawrence remarks, in his report that, during the year reviewed, the tonnage entering and clearing, exclusive of steam launches in local trade amounted to 24,754,042 tons, being an increase, compared with 1903, of 714,180 tons, and the highest tonnage yet recorded. This unprecedented degree of prosperity is a fact explained by reference not only to the steady development of the Colony's shipping, but to a combination of special circumstances. Among this is mentioned the large influx of colliers and other tramp steamers, in ballast, attracted to the Far East by the war. This accounts for the increase in the number of vessels under the British flag, although on the other hand it is pointed out that the number of ships entering the port with foreign colours have decreased owing to the disappearance of the Russian, and almost all Japanese ships from the run since the commencement of hostilities. It is also due to the fact that a large number of small German and Norwegian vessels were transferred to the Japanese coast trade, while the number of ships carrying the American flag showed a considerable decrease. How far the expansion in the number of British ships entering and clearing the port may prove temporary time alone will show, but though some of its sources have since been practically removed the gratifying fact is manifest that the trade of the Colony continues to show a rapid and satisfactory increase. The imports, exclusive of cargoes brought by junks and steam launches employed in local trade, amounted to close upon eight million tons, and more than half of this was discharged here. From Japan alone close on a million tons of cargo were discharged, while Siam is represented next with over 500,000 tons, the China coast coming third with nearly 350,000 tons, India and the Straits Settlements next on the list with over 320,000 tons of cargo discharged, with Great Britain just behind, and America bordering close on 300,000 tons. But over two-thirds of the cargo brought to the Colony came in British ships, and the same remark is applicable in the case of the export trade of the Colony. In the latter instance, however, cargo from China, entering the port shows by far and away the greatest tonnage, Japan being nearly 400,000 tons behind with its shipments, while for India and the Straits Settlements just over 325,000 tons, or 120,000 tons more than that consigned to the Philippines were registered. Prosperity is apparent on all sides, and a glance at the diagram of tonnage entered at the port from 1867 to 1904, and taking the previous years into account, will show that from the beginning of organized commercial operations in the Colony there has never been a time when Hongkong has not been pre-eminently one of the most important business centres of the Far East. Our mercantile and shipping communities have been strong ones. Circumstances have combined to stimulate the business spirit of the residents of the Colony, who, with the natural advantages, which contributed to making Hongkong the principal, and, in fact, the only distributive point on the coast of China, over sixty years ago, the island is still able to maintain her position of prominence.

BONDS OF EMPIRE.

(20th June.)

Many people in the East, after a casual glance at the sundry "bargain" advertisements which continually appear in the home papers, must have experienced a longing to participate once again in the phenomenal "chances" offered by enterprising shopkeepers in the old country. But until the present time they have been handicapped in a variety of ways. To begin with, all these "bargains" had long passed away before they had come to the knowledge of the resident abroad; and, again, there was always the fear that the exiled purchaser might be buying a pig in a poke. Nevertheless, the feeling that there are opportunities to be found in London establishments which could not possibly exist abroad has remained strong. It is a common belief—and one with much truth in it—that a shilling in England is worth more than a dollar in Hongkong, that its buying capacity is more than double that of the Mexican coin; but how to prove it was the question. It is usually a thankless task to appeal to friends in the old country to send out a specified article, and it was a dubious question whether strangers could be trusted. Some of the young lions on the *Daily Mail* recognized that fact, and subscribers to the Overseas Edition are to benefit under a new scheme whose terms and conditions are made clear in one of the recent issues of that newspaper. It has been decided to open a special department for the sale purpose of making purchases in England on behalf of subscribers to the *Overseas Mail*, and no fee or recompense will be charged. It will thus be possible for a subscriber living in the wilds of New Guinea or the back-blocks of China to order through this department a watch from his favourite firm of watch-makers or a box of pens from his favourite bookseller. The department, we are told, will be under the charge of an expert in the buying line, and judging from the preliminary announcement nothing will be too big to handle, and nothing too small. It is simply a question of accommodating subscribers. All they have to do is to guess roughly what the article they want will cost, remit that amount to the department in question, and wait for the appearance of their goods. It may happen that the money remitted is insufficient to cover the cost of the article ordered. In that case the department will, should the deficiency be trifling, send on the goods and leave it to the agents of the newspaper to collect the balance; but where there is a large margin between the cost of the article and the amount remitted, then the subscriber will be required to increase his remittance to the required amount before his order is fulfilled. In the words of the notice, the department is prepared to "book rooms in hotels and boarding-houses, select suitable apartments for travellers, or schools for the sons and daughters of subscribers; it will reserve berths on ships, or contract for advertisements in any newspaper. It will negotiate patents, obtain legal advice, purchase stocks and shares, securities, debentures,

FINGER PRINTS.

(19th June.)

An extremely brutal murder recently perpetrated at home by two young brothers, who have since expiated their crime on the scaffold, has furnished the first case in which evidence for the Crown on the capital charge has rested largely on the finger-print system of identification. It was proved to the satisfaction of the jury that the accused entered a small shop in the Deptford district of London, and after murdering the proprietor and his wife, proceeded to ransack the premises and then decamped with a few palmy pounds in their possession. Unfortunately for them they did not leave the place unnoticed, and when subsequently the accused were brought up in the custody of the police evidence was tendered that finger marks about the shop corresponded with finger-print impressions made by the prisoners after arrest. The defence maintained that this system of identification was insufficient to warrant a

conviction, and Mr. Justice Channell pointed out that where the prints were taken for the purpose of identification of a criminal whose impressions the police already possessed, the system seemed to be extremely reliable, but he directed the attention of the jury to the fact that it was an entirely different thing to apply the system to a casual mark made by the perspiration of the thumb on the object. Other evidence, of a circumstantial nature, was forthcoming and the prisoners were found guilty. We are not aware that this system of identification has ever secured the conviction of criminals in Hongkong, though there can be no doubt that since Mr. R. J. Badeley introduced it into Victoria Gaol in March of last year that many valuable points have been noted from it. At the present time all criminals have their finger prints taken on admission to the prison, and as Mr. Craig took up the study of the system at New Scotland Yard while at home, the development of the science in connection with the detection of crime in Hongkong should proceed unchecked. Under proper control there is much to be said in its favour as a great and reliable means of identification, although in inexperienced hands it is quite possible it may become a menace to the administration of justice. According to the expert evidence adduced at the murder trial at the Old Bailey, the point to be born in mind is that it is not enough that there should be two or three points of resemblance between two prints, but that the prints must be absolutely identical. The whole system is based on the fact that a finger print does not appreciably alter after birth, and therefore, the differences, if any, are far more important than stated points of resemblance. One distinct and clear fundamental difference between two prints establishes this fact beyond a doubt that they are from different individuals even in the presence of a multitude of similarities. It is to be noted further, that as the area of a print is diminished the danger of coming to a wrong conclusion from similarities is increased. This, of course, is of importance in connection with casual and accidental prints. We have all heard of how attempts are made among habitual criminals to get rid of the tell-tale marks by wearing gloves and finger stalls, but it will be a long time before the professional crib-cracker in Hongkong will learn to appreciate the delicate machinery which the police will be able to put into motion in order to ensure his arrest.

MUNICIPAL OWNERSHIP.

Shanghai was recently in the throes of a discussion on the question of municipal ownership, the particular question under consideration being the retention of the electric lighting plant, equipment, etc., under the control of the Municipal Council. The people of Shanghai, by an overwhelming majority, pronounced themselves in favour of municipal trading so far as the electric lighting of the city is concerned, but nothing was said as to the desirability of the Municipal Council controlling the proposed tramway system, and it is to be presumed that the tramway concession will be given to a private firm. So many opinions are held on this vital subject of municipal trading that all views are worthy of attention. Mr. Charles F. Yerkes, the great American tramway magnate, is distinctly adverse to municipal ownership. In an article which appears in a New York paper, Mr. Yerkes asserts that the municipal ownership of street traction undertakings in London and elsewhere in Great Britain has proved a failure and is "anonymous with incompetence, extravagance and disaster." These are strong expressions, and it has to be borne in mind that they come from an expert, but an expert who has found it to his advantage to form syndicates innumerable to carry on street traction ventures. He has made a fortune over the business and the question is—where would that fortune be if the municipalities had kept their street traction undertakings within their own hands instead of handing them over to private individuals? The answer would seem to be—in the pockets of the ratepayers. Whether Mr. Yerkes is right or the Shanghai people will be seen when the new tramway is running. Meanwhile, advanced radical opinion holds to the theory of municipal ownership.

CHINESE NEUTRALITY.

(21st June.)

In connection with one of our special cablegrams from Shanghai to-day, in respect to the attitude of the Japanese Government with regard to the neutrality of China, it may be stated that, at the date of last advices from the Northern Settlement, nine Russian ships had arrived at Shanghai and Wusung in the past few weeks and they are all in Shanghai now. Excepting the torpedo boat destroyer *Bodry* (the *torpedo* of the rest are not yet decided). The arms and ammunition as well as portions of the machinery of the *Bodry* were removed from her on the 12th and 13th instant and Commissioner Hobson and Admiral Yeh inspected them and stored them in the store houses of the Kia-nan Arsenal. The *Bodry*, when her completions her dismantling, will remove her moorings to the *Wandjow*. It is alleged, by a local vernacular, that the Japanese Consul-General maintains that none of the Russian ships should be allowed to dock or to pass and the Shanghai Taotai wrote Commissioner Hobson, of the Chinese Imperial Maritime Customs, to decide the moorings of the eight ships speedily and not to allow them to stay alongside the wharf of a dock or to have repairs so as to completely alter by the neutrality rules. The protest of the Japanese Consul-General against the docking of the ships for repairs right along the wharf is regarded as frivolous in the light of the decision which obtained without any protest in the case of the three damaged Russian warships at Manila. In this case the conflict calls for the repairs to the *Oleg* to be completed within sixty-three days, those to the *Admiral* in thirty-five days, and to the *Zemly* within twenty-eight days. It is further stated in our northern contemporary that the Russian ships are still loaded with coal, and the Japanese Consul-General is said to have requested the Shanghai Taotai to discharge them speedily. According to the *Shen Wan Pao* strict rules will be compiled and enforced to control Russian combatants who took parole not to return home till the end of the war, and the Shanghai Taotai has promised to the Japanese Consul-General regarding these rules to continue to permit Russian combatants to continue to be permitted to visit the Russian Consulate at Nanking and to continue to be permitted to visit the Russian Consulate at Nanking and to continue to be permitted to visit the Russian Consulate at Nanking.

furniture, pianos, and wearing apparel. In short, every transaction within reason will be gladly negotiated without any extra expenditure on the part of subscribers for the services of the "Agency Department of the *Overseas Mail*". The scheme is described as "the germ of a world-wide organization," intended to foster trade within the Empire. Rather, it keeps the people who have left England in touch with the mother country, and if the idea is carried out on anything like the scale proposed it should assuredly effect that purpose. Newspaper enterprise has few limits in these days, and this latest scheme of converting a newspaper office into a sort of glorified bargain store will undoubtedly come as a surprise to the majority of people. Still there is every prospect that it will prove a success; the very novelty of the idea is calculated to appeal to the subscriber in his log cabin or palm plantation; and if it helps on the federation of the Empire a great object will have been achieved.

THE CURSE OF OPIUM.

We reprinted yesterday from an Australian exchange the report of proceedings at a representative meeting of Chinese merchants and citizens recently held at Sydney which served to show that they are determined in their efforts to get the Federal Government to deal with the opium traffic. A unique feature in connection with the movement, remarks our Sydney contemporary, is that the leaders are men who deal largely in opium, and the stoppage of it means a big item in the profits of their business. One speaker pointed out that a case of opium, containing 48lbs, cost about £90, and that the duty thereon was £95, making a total of £185. The merchant had then to get his profit, and one would think that this would make the smoking of opium almost prohibitive. The figures quoted, however, showed no diminution in the importation of the drug. The Chinese merchants in Sydney lost no time in giving effect to their resolution; for we learn that the petition for the suppression of the opium traffic has been drafted, and is now being distributed. The document is being numerously signed, and it urges the Commonwealth Government to adopt the Opium Prohibition Act of 1901, in force in New Zealand, which makes it unlawful to import opium in any form suitable for smoking, or to manufacture opium, and also makes it unlawful for any person to smoke opium or permit or abet such smoking. The penalty is £50 for any person found with opium in his possession, and £10 if found smoking or abetting the smoking of opium. A similar law is in force in the Island of Formosa, where it has had the effect of completely stamping out opium smoking. Before America took over Honolulu a similar law was also in force, and opium smoking was unknown, but since the new regime the importation of the article has been permitted, the duty being fixed at 10 dollars per pound. The movement is being accorded considerable support is evident by the fact that letters were received from all parts of the State expressing sympathy and promising support to the promoters of the anti-opium agitation. It is stated that a letter was also read from a European lady at Broken Hill, appealing to the Chinese merchants to forward her opium, as she was a confirmed smoker, and was unable to obtain it locally. The Chinese have, apparently, thought the matter out well, for in the event of success, they propose to inaugurate a fund to provide medicine and comforts to both Chinese and European victims of the habit of opium-smoking, the chairman stating that a leading physician had informed him that the torments these people endured through being deprived of the drug were heart-rending. Practical tests with opium antidotes in Hongkong have demonstrated, in the opinion of many, that opium-smokers are amenable to successful treatment, and if the Commonwealth Government of Australia resolve to prohibit the importation of the drug into the State agitating for the abolition of the traffic, the effect on those addicted to the vice and the result of the method to be adopted for a cure of the habit will be watched with considerable interest.

THE FISH THEORY OF LEPROSY.

(22nd June.)

It may be within the recollection of our readers that, in view of the letter which was addressed to *The Times* by Mr. Jonathan Hutchinson on the subject of leprosy being caused by tainted fish, Mr. H. E. Pollock urged upon the Legislative Council, in March of last year, the desirability of the Hongkong Government to cause inquiries to be made into the question by its medical officers. Mr. A. M. Thomson, who was then acting Colonial Secretary, pointed out that such an inquiry would involve protracted bacteriological investigation, and as leprosy is not a disease that is prevalent in the Colony the time of the Government bacteriologists could be better employed in prosecuting investigations into diseases which more readily affect the public health of Hongkong. He also stated that as far as present scientific knowledge goes the bacillus leprose does not grow outside the living human body. Mr. Hutchinson while pointing out in his letter that although the fish hypothesis had not as yet been abundantly endorsed by many of the leading members of his profession there was no doubt that a widespread impression as to its validity had been produced. When the point was definitely settled he urged the necessity of Governments, missionary organisations and of all civil authorities taking action to enforce an adequate supervision of salt fish factories and the framing of regulations respecting the quality of the salt used. The subject was not lost sight of by the medical profession who appear to have gone thoroughly into the theory propounded by Mr. Hutchinson. At a subsequent meeting of the British Medical Association, an unusual number of experts being present, it was evident that the tribunal of medical opinion does not endorse his views. The question has been recently studied by Mr. Arthur Neve, the hon. superintendent of the Kashmir State Leprosy Asylum, who says that the fact cannot be

gainsaid that not only at Kashmir, but in many parts of the coast of India, there are fish-eating communities in which leprosy is comparatively rare; while there are other districts in which leprosy is abundant, but fish are rare. He also points out that Ceylon imports nearly 300,000 cwt. of cured fish per annum, and says that in such a climate most of this must speedily become tainted, yet there are no signs of leprosy. These and other cases are cited by Mr. Neve who concludes an interesting article on the subject with the remark that, "It is generally felt in Indian asylums that Mr. Jonathan Hutchinson, acting on preconceived notions, has rejected as unreliable the witnesses against his theory; that there are few localities where any modification of the fish theory covers all the facts, and many places where it is in opposition to most of the facts." In this respect it would be extremely interesting to hear the views of those gentlemen who are carrying on such excellent work among the lepers of Canton. They are certainly in a position to do good service in the general interest in the direction indicated.

THE CRUISER SQUADRON.

(23rd June.)

Towards the close of last year we intimated in our columns that the Cruiser Squadron of the British Navy was about to be increased, and within a few weeks it was announced at home that the Admiralty had issued orders for the Squadron to be doubled in size and divided into two parts. At the time it was pointed out that the main interest in this step laid in the fact that it was the first move in an important scheme, and this has been borne out by subsequent events. Those who have followed the growth of the Navy cannot have failed to notice that, within the past few years, we have added to the fleet a number of splendid armoured cruisers, and many more are now in process of completion. The Admiralty intend to use these in such a way that they can be quickly concentrated for commerce protection purposes when required, and at other times, they will be sent cruising to various foreign stations. It will not be denied that wireless telegraphy and plenty of fast cruisers will enable an Admiral to sweep a very wide expanse of sea the importance of which has, over and over again, been demonstrated since the commencement of the present war. It is to be doubted if the British public has any real conception of the remarkable efficiency in scouting which our fleet has attained, and when the scheme for utilising cruiser divisions has been fully developed it will then be possible for our ships to patrol most effectively any of the great ocean trade routes without making any fuss over preliminary arrangements. As rapidly as possible all smaller unarmoured ships are to be sent home and their places taken by newer and better ships. When this first became generally known there was much speculation as to what effect the move would have on our fleet in these parts. Soon after the announcement was first made in these columns that the battleship squadron was to proceed to England, as one of the first moves in a large Admiralty scheme, the report gained currency that the cruisers were to follow. We have endeavoured to trace the source of the report and although the news reached us through channels which are usually considered correctly informed, we have been unable to obtain any verification. It is stated that the cruisers will proceed to home waters and the torpedo boats and gunboats, working in conjunction with warships of our near Ally, will be available for commerce protection purposes in Far Eastern waters. Of course, it is admitted in the Service that second or third-class unarmoured cruisers are of little use, and that flag officers are very unwilling to have such vessels attached to their squadrons, as they interfere with general efficiency, and as units have practically no fighting value. But that all of our first and second-class cruisers, with one exception, should be ordered home from such an important station did strike us as almost incredible, and especially so when we remembered that the only one remaining for the purposes of a flag-ship, is the *Diadem*, which has been classed as among the 'tin' ships—practically new boats, poorly gunned, badly protected, costly in coal, and very liable to develop boiler troubles. Inquiries made from official sources have failed to confirm the report of the home-going of the cruiser squadron the necessity for which certainly does not appear to have been occasioned by the new disposal of the British fleet, in home waters. So far as cruisers are concerned the immediate need in order to complete the three squadrons at home to full strength, is two additional ships of the *Minotaur* class, but this year's programme provides for four, and rumour has it, of a new type. The advent of the six "River" class of destroyers on the station has very materially increased the strength of the China Squadron, and although this argument may be adduced in favour of sending home the cruisers, it seems most improbable that the British fleet in Far Eastern waters is to be left without any ships of the scouting class whose value is beyond question.

THE CRUISER "SULLY"

19th Inst.

Latest reports, received yesterday by Messrs. E. C. Wilks and Co., state that the weather is now more favourable for the operations on the salvage of the long-stranded cruiser *Sully*, the wind having moderated, and the swell considerably abated. Mr. C. W. Jack returns to the scene to-day to superintend the next attempt to be made to raise the vessel.

TELEGRAMS.

"HONGKONG TELEGRAPH SERVICE."

BRITISH STEAMER MISSING.

ON VOYAGE TO JAPAN.

[From Our Own Correspondent.]

Shanghai, 19th June,

10.25 a.m.

Nothing having been heard of the British steamer *Lily East*, which left Colombo for Japan some time since, she has been reported as missing.

ANXIETY OCCASIONED

BY OTHER STEAMERS.

Anxiety is felt in respect of the steamers *Inverie*, *Keenun* and *Dingyde* now believed to be in the Red Sea.

[To what this refers we are at a loss to understand. The *Keenun* is not due in Hongkong until the 15th July, and inquiries of Messrs. Butterfield and Swire, agents for the Ocean Steamship Co. and China Mutual Steam Navigation Co., has thrown no light on the report. Certain it is that no anxiety is felt in Hongkong in connection with the *Keenun*.—ED., H.K.T.]

The steamer *Owari Maru* from Muroran to Hokodate went aground on Saturday, and her passengers and mails were transferred to the s.s. *Iso Maru*.

OUBRAGE AT SHANGHAI.

ATTEMPTED DOUBLE MURDER.

[From Our Own Correspondent.]

Shanghai, 19th June,

10.25 a.m.

An attempt was made to murder two Sikhs at Pootung on Saturday. The Sikhs were attacked by persons carrying a hatchet and an iron-shod stick.

One of the Sikhs sustained a fractured skull.

Two Indians were taken into custody, and have since been identified.

There are hopes that a clue will be forthcoming which will lead to the arrest of the person or persons associated with the murder of a Goorka watchman, of the Cosmopolitan and International Docks, the previous week.

JAPANESE SQUADRON

PROCEEDING UP THE YANGTSE.

EXCITEMENT AT NANKING.

[From Our Own Correspondent.]

Shanghai, 21st June,

10.10 a.m.

An intimation has been received here from Japan to the effect that Admiral Uriu is about to steam up the Yangtze with a Japanese squadron.

The Waiwupu has sent a notification to the Consul-General for Japan, at Peking, that a squadron of Chinese warships must lead the way up the river.

As a result of the intimation considerable excitement now prevails at Nanking, and the Viceroy has officially requested the postponement of the cruise.

THE AMERICAN BOYCOTT

INCITED AT PEKING.

[From Our Own Correspondent.]

Shanghai, 21st June,

The merchants at Peking have now taken up the question of boycotting American goods.

"They are inciting others to join with them in the movement."

THE PRESS BOAT

"SAMSON."

MR. BURLEIGH'S MISSION

FRUSTRATED BY JAPANESE.

[From Our Own Correspondent.]

Shanghai, 21st June,

2.50 p.m.

In H. M. Supreme Court, to-day, before Mr. Justice de Sausmarez, the case, in which A. Pavlov is suing Thomas Charles Robert Ward for the recovery of Tls. 100,000 for the wrongful conversion by the defendant of the s.s. *Samson*, the property of the plaintiff, again came on for hearing.

During the proceedings it was stated that Mr. Bennett Burleigh (the correspondent of the London *Daily Telegraph*) had requested Mr. Pavlov to buy the *Samson* in order that Mr. Burleigh might proceed to Port Arthur and obtain information

tion of the movements of the Russians. He was prevented by the Japanese from doing this.

S.S. SAMSON'S TRUE ERRAND

NOW REVEALED.

PAVLOV SECURES MISSION OF MERCY.

[From Our Own Correspondent.]

Shanghai, 22nd June,

2.55 p.m.

It has transpired in the hearing of the s.s. *Samson* case now before the Supreme Court, that Mr. Bennett Burleigh met a Russian torpedo boat by arrangement at the Wei of Port Arthur.

It is ostensibly in reference to the sending of medical stores and comforts from Shanghai to the beleaguered city, that the s.s. *Samson* was purchased by M. Pavlov, who paid Mr. Bennett Burleigh's expenses in connection with the mission.

It is brought out in evidence that H.M. King Edward VII. and H.M. the German Emperor were appealed to for assistance in sending hospital ships to Port Arthur from Shanghai.

The following particulars in connection with the above telegram will be of interest. The case was first before the Supreme Court at Shanghai at the 17th April last when Mr. R. N. Macleod appeared for the defendant.

Mr. Macleod then said that he thought this case should be tried otherwise than summarily, and he would therefore like defendant's counsel to give him some idea of his defence.

Mr. Phillips said from certain correspondence he had the matter appeared rather complicated to him. On the 31st of January his friend's firm wrote to his client:—

"J. R. WARD, Esq.,
of Astor House,
Yantai and P. L. Mondin, Esq.,
DEAR SIR:—We have been instructed by Mr. Mondin to demand a properly executed bill of sale, transferring to him the s.s. *Samson*, which was, we understand, registered in your name at the British Consulate yesterday. Mr. Mondin claims this under two written assignments of the said ship, one by you to Mr. A. Pavlov and the other by the latter to Mr. Mondin. Unless this bill of sale is in our hands by noon on the 2nd February, we shall have to take proceedings against you. We suggest therefore that you should call upon us as soon as possible to arrange matters.

We believe that the preparation of a bill of sale by the British Consulate can be obtained at a very small fee.

Yours faithfully,
STOKES, PLATT & TESDALE.

Counsel's client had a set off for more than the existing amount of this claim. On the 8th day of April the present summons was issued, claiming Tls. 100,000 for wrongful conversion of the s.s. *Samson*. On the 15th of April Messrs. Stokes, Platt & Tesdale wrote to a Mr. Kristensen:—

M. L. KRISTENSEN, Esq.,
9-A Hankow Road,
DEAR SIR:—We are instructed by Mr. Pavlov, the actual owner of this boat, to demand from you the immediate payment of Tls. 80,000 received by you from the Shanghai Tug and Lighter Co., Ltd., on the transfer of this boat to such Company. We are further instructed to demand from you payment of the further sum of Tls. 20,000 being damages over and above the Tls. 80,000 already mentioned by reason of such transfer.

Unless on or before the 15th inst. we receive from you the above-mentioned sums we shall, according to our instructions, commence proceedings against you to enforce payment.

Yours faithfully,
STOKES, PLATT & TESDALE.

Counsel could understand his friend's intimation to find who should pay the money before the proceedings commenced, but having taken proceedings against his client for Tls. 100,000 the subsequent claim in the letter of the 15th inst. was incomprehensible to him.

His Lordship made an order for pleadings.

Mr. Macleod asked when they must be delivered.

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—ED., H.K.T.]

are not acceptable, unless it is especially desired that they be entertained.

The character of an article in the [Hongkong] Telegraph in reference to the Company as "vindictive, untruthful and libellous." The docks are full of work, he said, and there is hope that a rush will take place.

Mr. Taylor, a shareholder, in reply to the chairman, expressed his dissatisfaction with Mr. Twentyman's statement. "He alleged that the definite offer" [made for the purchase of S. C. Farnham, Boyd & Co. Ltd.] was made with a view of booming the shares which rose from Tls. 100 to Tls. 195. He criticized the management as being expensive, and asserted that Mr. Twentyman did not enjoy the confidence of shareholders. He ventured the opinion that business had been driven from the Company, which ought to be re-organized on the lines of the Hongkong and Whampoa Dock Co. Proceeding, the speaker declared that stocks in Farnham, Boyds have been used as a huge machine for gambling. Mr. Twentyman was the Company's dictator. If the directorate should remain unchanged speculation will continue. Shareholders are generally dissatisfied.

The resolutions, when put to the meeting, were carried; many abstained from voting.

REDUCTION OF CAPITAL.

DIRECTORS' PROPOSAL FAILED.

FOR WANT OF VOTES.

At the extraordinary meeting held after the annual meeting, to consider a proposal for a reduction of the capital of the Company, by the return of Tls. 20 per share, there was not the requisite number of votes to carry the resolution submitted to the meeting by the Board of Directors.

[The first portion of the above cablegram is vague in the text; we submit our rendering as the most intelligible form in which it could be construed.]

As to the allegations made against this journal, we await the full report of the meeting before forming any judgment of Mr. Twentyman's indictment. We have, however, no recollection that, at any time, any slanderous statement has been intentionally made in our columns against the company under his management. It has been our policy to make fair and independent criticism of the management of several public companies here and in the Far East generally, and that the need for such criticisms does exist in a very acute form no one, cognizant with the administration of joint-stock company affairs, will find room to doubt.—ED., H.K.T.]

LEGISLATIVE COUNCIL.

22nd inst.

A meeting of the Legislative Council was held this afternoon. Present: His Excellency the Governor, Major Sir Matthew Nathan K.C.M.G., R.E., Major General Villiers Hatton (General Officer Commanding), Hon. Mr. F. H. May, C.M.G. (Colonial Secretary), Hon. Mr. L. A. Johnston (Colonial Treasurer), Hon. Sir H. Spencer Berkeley (Attorney General), Hon. Capt. L. A. W. Barnes-Lawrence, L.N. (Harbour Master), Hon. Mr. W. Chalmers (Director of Public Works), Hon. Mr. A. W. Brewin (Registrar-General), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Gershom Stewart, Hon. Mr. Wei Yek, and Mr. A. G. M. Fletcher (Clerk of Councils).

The minutes of the last meeting were read and confirmed.

The Colonial Secretary moved that the report of the Finance Committee (No. 3) be adopted. The Colonial Treasurer seconded.

Carried.

PAPERS.

The Colonial Secretary laid on the table a number of departmental reports, together with the Blue Book, for 1904.

V GRANTS AND PRISON CLOTHES.

The Hon. Mr. Gershom Stewart said:—Will the Government take into consideration the advisability of relaxing the present rule, in regard to vagrants having to wear prison clothes when entering the House of Detention? Could not the application of this regulation be deferred until men have been guilty of a breach of discipline or some other misconduct?

The Colonial Secretary replied:—I reply to the question, sir, I beg to state that regulations regarding the dress to be worn by vagrants in the House of Detention are under consideration.

THE SUGAR CONVENTION.

The Attorney General proposed a third reading of the bill entitled An Ordinance to amend the Sugar Convention Ordinance, 1904. The Colonial Secretary seconded.

Carried.

THE VAGRANCY ORDINANCE.

The Attorney General proposed a third reading of the bill entitled An Ordinance to amend the Vagrancy Ordinance, 1871. The Colonial Secretary seconded.

Carried.

TRANSFER OF NEW TERRITORY LAND.

The Council went into committee on the bill entitled An Ordinance to facilitate the transfer of land in the New Territories and for settling disputes in respect thereof and other purposes.

The Council adjourned.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. The following votes were recommended for adoption by the Council.

THE PUBLIC CEMETERY.

A sum of \$1,000 in aid of the public works annually recurrent, for maintenance of public cemetery.

SANITARY DEPARTMENT.

A sum of \$1,000 in aid of the vote sanitary department, other charges, for cemetery improvement expenses.

DONOR BY R. IN STORM.

A sum of \$10,420 in aid of the vote, public works extraordinary, for the following items:—

Roads inside Victoria.—Removing slips, reinstating road surfaces, &c. ... \$2,050

Roads outside Victoria.—Removing slips, reinstating road surfaces, &c. ... 1,960

Roads in Kowloon.—Removing slips, reinstating road surfaces, &c. ... 1,200

Roads in New Territory.—Removing slips, reinstating road surfaces, &c. ... 800

Praya Wall and Liers.—Repairs to wall, Causeway Bay ... 100

Colonial Cemetery.—Rebuilding portion of boundary wall and repainting earth slips and damage to walls ... 950

Repairs to Nullahs ... 360

Total ... \$11,470

MISCELLANEOUS SERVICES.

A sum of \$12,000 in aid of the vote 22—Miscellaneous services, for the following items:—

Coals for offices ... \$2,000

Other miscellaneous services ... 10,000

Total ... \$12,000

The Committee then adjourned.

THE BLUE BOOK

FOR 1904.

The report on the Blue Book for 1904 was laid before the Legislative Council by command of H. E. the Governor at the above meeting, and from it we extract the following:—

I.—FINANCES.

The revenue for the year, exclusive of land sales, amounted to \$6,399,935, or \$1,594,257 more than the previous year. Land sales amounted to \$18,008,644, or \$24,667,755 less than in 1903. The total revenue from all sources was therefore \$24,398,479, or \$1,570,901 greater than in any previous year, and \$209,739,99 more than the estimate. All the main sources of revenue show an excess over 1903 with the exception of post office, miscellaneous receipts, water account and land sales, and all items similarly show an excess of actual over estimated receipts, with the exception of post office, miscellaneous receipts and the water account. Licences and internal revenue not otherwise specified show an excess of \$283,757,73, while fees of court or office, &c., and rent of Government property yielded over \$25,000 and slightly under \$6,000 respectively over the estimate.

The expenditure for the year was \$23,993,421,8 exclusive of public works extraordinary; inclusive of that item it was \$23,762,530, or \$979,568,82 more than the total expenditure of 1903. Deducting from the actual expenditure for 1904 the total actual receipt, there was a surplus of \$131,812,60 on the actual working of the year.

As far as can be seen from present development, there is no ore in the west lode there is also a parallel sheet in the east, but above the 100 foot level this ore can not be mixed as the main shaft runs through it and would be endangered thereby.

As to treatment of the ore, this is a subject with which it is at present impossible to deal. I think that we will be able to concentrate and cyanide, but in some of the best of the ore now coming to hand there is so much copper that cyaniding would be difficult and besides will not save the copper, which is likely to be of some importance, if the same class of ore continues.

Mill.—Unless exceptionally good developments occur in ore shoots No. 1 at the 200 foot level it will not be possible to start the mill under 7 or 8 months with any hope of keeping it going. It will be necessary to open enough ore by the 200 foot level to keep us going until ore can be drawn from the 300 foot.

The ore found at the 200 foot level together with what we have good reason to expect at the 300 foot level would keep the mill going on good paying ore for about 3 months allowing a duty of 3 tons per stamp per day. By keeping the main shaft going down and starting work from the 200 foot level as soon as possible it will be just about possible to start the mill as the 200 foot level is run out to the end of No. 2 shoot. If the ore body proves to be anything like what is shown by the blue coloration on section all anxiety as to keeping the mill running would vanish at once. No. 3 shoot is also due as shown on plan but at present I know nothing about its value.

To sum up the situation in a few words as possible, I would say that it is decidedly hopeful. We are by no means out of woods yet but I think that our present showing gives ample reason for anticipating that we soon will have a lot of ore almost certainly count on sufficient ore to pay expenses of doing the work so that we can wait without much fear of loss for the completion of this work and reasonably hope that it will give us all we require.

The Chairman said it would be impossible to have the mill running for seven or eight months, and thought the shareholders would agree with him that it would be folly to get a staff of men from home until the mill could be worked to its full capacity. Nothing sensational had happened in the development of the mine, except that one thin rich streak had shown itself, and then disappeared, and spread itself out over a considerable distance. A large piece of the ore, from this vein, richly streaked, was here exhibited to the shareholders. Referring to the value of the ore in the mines, the Chairman said that the highest amount realized in the first 10 tons was seven pennyweights per ton, and the lowest, a half pennyweight per ton. But in the next division, between the one hundred and two hundred foot level, the value had ranged from the fraction of a pennyweight to as high as fourteen pennyweights per ton. One that realized being 2.98 per ton was not worked, and only going, one was put through the mill. In conclusion, the Chairman said that from a careful study of the development of the mines, they had every hope to expect good results in the future, and if they stood and pushed together, the shareholders would be amply rewarded. The directors hoped to have something good to report to the shareholders early in the following year, when they would start crushing again. (Applause.)

There were no questions and the Chairman stated that out of the 27,000 shares, only 2,500 had not been taken up.

The meeting then terminated.

S. C. FARNHAM, BOYD & CO., LIMITED.

The report of the board of directors for presentation at the fifth annual general meeting to be held at the head office, 26 Broadway, Shanghai, on the 23rd inst., reads:—
Gentlemen,—The directors have pleasure in submitting to you their report, with statement of accounts made up to the 30th April last, which they trust will prove satisfactory to you. The net profits, including the amount brought forward from last year, and after paying all charges and allowing for all known liabilities, amount to Tls. 85,524.24.

After allowing for an interim dividend of 5 per cent on 15,000 shares paid in January this year which absorbed Tls. 27,000, there remains for distribution the sum of Tls. 58,524.24. With this amount the directors propose to deal as follows:—

A final dividend of Tls. 8 share 441,600.00
Add to reserve fund 100,000.00
Amount to be carried on new account 34,924.24

Tls. 576,524.24

In accordance with § 96 of the memorandum and articles of association, one of the directors, Mr. S. G. Grouwater, retired, but, being eligible, offered himself for re-election.

The accounts have been audited by Messrs. Geo. L. Scott and J. D. Thorburn, who retire, but, being eligible, offer themselves for re-election.

PROFIT AND LOSS ACCOUNT.

1905. January 6th. Tls.

To 5 per cent. interim dividend on 15,000 shares 27,000.00

To balance April 30th. 576,524.24

Tls. 85,524.24

1904. May 1st. Tls.

By balance carried forward 48,151.18

1905. April 30th. 804,371.06

By transfer from working account. 804,371.06

Tls. 85,524.24

BALANCE SHEET.

CAPITAL ACCOUNT.

ASSETS.

1905. April 30th. Tls.

To Old Dock: "Old Dock" property with buildings, pumps, moorings, shear legs, launching ways, capstans, etc., 10m 51 ft. 5h. 670,000.00

Office building, godowns, machinery, shops and dwelling houses, including ground, 8m 71 ft. 4h. 110,850.00

"COSMOPOLITAN DOCK" "Cosmopolitan Dock" property with pump-houses, pumps, boilers, etc., including ground, 43m 21 ft. 7h. 554,000.00

Land, including building, wharves, and wall, 107m 31 ft. 6h. 94,000.00

Machine shops, godowns, office and dwelling houses, 108 Chinese houses including ground, 9m 51 ft. 8h. 29,000.00

"INTERNATIONAL DOCK" "International Dock" wharves and building, 15m 13m 31 ft. 3h. 58,000.00

Land, 125m 81 ft. 3h. 90,475.00

Buildings 78,569.00

"TANKADO DOCK" Property with buildings, boilers, pumps, shear legs, etc., 15m 61 ft. 9h. 178,500.00

LIABILITIES.
By shareholders for 55,000 shares. Tls.
Of Tls. 100 fully paid up 5,520,000.00
reserve fund 900,000.00
uncollected dividends 6,447.00
sundry creditors 452,001.32
balance from profit and loss account 576,524.24
Tls. 7,455,033.56

1905. April 30th. Tls.

By shareholders for 55,000 shares. Tls.

Of Tls. 100 fully paid up 5,520,000.00

reserve fund 900,000.00

uncollected dividends 6,447.00

sundry creditors 452,001.32

balance from profit and loss account 576,524.24

Tls. 7,455,033.56

E. & O. E.

Shanghai, 5th June, 1905.

Jas. H. USHER, Secretary.

R. TWENTYMAN, JOHN PRENTICE, H. V. RUCKER, S. GROUNDWATER, DAVID CRANSTON, Directors.

We hereby certify that we have compared the foregoing accounts with the general ledger, the cash book, the bank pass books, and other vouchers, and have found them in conformity. The stock accounts have also been found in accord with detailed subsidiary books exhibiting and the securities examined and found in order.

Geo. D. SCOTT, Auditors.

J. D. THORBURN, Auditors.

Shanghai, 5th June, 1905.

THE PEAK TRAMWAYS.

THE AMALGAMATION SCHEME.

MR. BROWN SEEKS INFORMATION.

20th inst.

Another largely attended meeting of shareholders in the Hongkong High-Level Tramways Co., Ltd., was held this afternoon at the offices of the company, Alexandra Buildings, when the resolutions passed at an extraordinary general meeting of the Company were confirmed as special resolutions. Mr. Henry Humphreys presided, and there were also present the Hon. Mr. C. W. Dickson and Messrs. J. Orange (consulting committee), J. A. Jupp, T. Hought, T. Arnold, E. Bowdler, W. Cruickshank, J. E. Joseph, G. H. Potts, G. M. Bain, H. P. White, P. C. Potts, Ho Fook, D. E. Clark, A. Cameron, D. E. Brown, J. L. Cotter, Lau Chu Pak, J. M. Wong, Capt. Goddard, J. Johnston, P. S. Jameson, Sin Tak Fan, A. Morley, E. A. Nam, H. J. Geddes, C. B. Byers, J. A. Tarrant and F. S. Forrest.

Mr. Jupp having read the notice convening the meeting.

The Chairman said:—Gentlemen, this meeting has been called to confirm the resolutions which were passed at an extraordinary general meeting of this company held on the 3rd of this month. Before putting these resolutions for confirmation I shall be pleased to answer any questions which shareholders may wish to ask.

MR. BROWN'S OBJECTIONS.

Mr. Brown, who rose amid some applause, said:—Mr. Chairman and gentlemen, before the resolutions are put to the meeting I would like to make a few remarks to begin with to be followed by a few questions which I would like the general managers to answer. Since the last meeting on the 3rd instant a number of letters including two from myself and one in reply to my first from the general managers have appeared in the public press. Those letters speak for themselves, and although the general managers, in their reply, attempted to prove wrong, they utterly failed to do so in a single instance in connection with any statement I made. They tried to justify their advocacy of the present scheme, by simply accusing me of "inaccuracy based upon insufficient knowledge" and questioning my right to protect my own interests as a shareholder in the present Company for the reason that I am not as old a shareholder as some who are going to benefit financially much more than others in what is termed "a reconstruction of the company" but which I call and have called since the beginning, an unadvised and unjustified sacrifice of one of the best paying properties in the Colony, at about half its value to a syndicate or company of outsiders whose money is not at all likely to be put into the construction of an opposition line, unless they can buy us out at a price that will not only enable them to point up their prospectus, but will be the one factor in enabling them to promise investors any return on their money before three years at least. Does it look reasonable to you, gentlemen, that \$450,000 in all that our present tramway line is worth as going concern, earning as it has in the past net profits of over 40 per cent, and capable, as it certainly will be, of earning in the next three years further net profits of \$500,000 per year on a capital of only \$125,000? It is to my mind, gentlemen, a much better asset at \$500,000 than investors will find the new line, which is going to cost that much to build. The general managers are using every effort, for reasons known to themselves, to make it appear that the contemplated opposition of the projected new line warrants a dissolution of the company and this sacrifice sale. Here I take issue with them and can only say, that it is probably a good thing that a bit of new blood has become interested in the old company, when what is claimed to be 75 per cent of the old blood is willing to desert the ship, and hand it over practically as salvage to a new concern who for the next three years can only threaten, and who even then will not be able to injure us as much as this sacrifice scheme, which is characterized in some quarters in language not at all complimentary to the promoters. I use the word "promoters" as I understand the new company is not yet formed. I also understand (though the general managers have not up to the present volunteered any details to shareholders) that the purchaser when the purchase is put through of the "Findlay Smith Concession" is not the present Tramway Company, neither were they the negotiators, as intimated by the general managers when replying to a question asked by Mr. Moir at the last meeting, but a firm or company styled the "China Cable and Tramway Company," who I understand have undertaken to underwrite the new concern.

Mr. Jupp having read the notice convening the meeting.

The Chairman said:—Gentlemen, this meeting has been called to confirm the resolutions which were passed at an extraordinary general meeting of this company held on the 3rd of this month. Before putting these resolutions for confirmation I shall be pleased to answer any questions which shareholders may wish to ask.

MR. BROWN'S OBJECTIONS.

Mr. Brown, who rose amid some applause, said:—Mr. Chairman and gentlemen, before the resolutions are put to the meeting I would like to make a few remarks to begin with to be followed by a few questions which I would like the general managers to answer. Since the last meeting on the 3rd instant a number of letters including two from myself and one in reply to my first from the general managers have appeared in the public press. Those letters speak for themselves, and although the general managers, in their reply, attempted to prove wrong, they utterly failed to do so in a single instance in connection with any statement I made. They tried to justify their advocacy of the present scheme, by simply accusing me of "inaccuracy based upon insufficient knowledge" and questioning my right to protect my own interests as a shareholder in the present Company for the reason that I am not as old a shareholder as some who are going to benefit financially much more than others in what is termed "a reconstruction of the company" but which I call and have called since the beginning, an unadvised and unjustified sacrifice of one of the best paying properties in the Colony, at about half its value to a syndicate or company of outsiders whose money is not at all likely to be put into the construction of an opposition line, unless they can buy us out at a price that will not only enable them to point up their prospectus, but will be the one factor in enabling them to promise investors any return on their money before three years at least. Does it look reasonable to you, gentlemen, that \$450,000 in all that our present tramway line is worth as going concern, earning as it has in the past net profits of over 40 per cent, and capable, as it certainly will be, of earning in the next three years further net profits of \$500,000 per year on a capital of only \$125,000? It is to my mind, gentlemen, a much better asset at \$500,000 than investors will find the new line, which is going to cost that much to build. The general managers are using every effort, for reasons known to themselves, to make it appear that the contemplated opposition of the projected new line warrants a dissolution of the company and this sacrifice sale. Here I take issue with them and can only say, that it is probably a good thing that a bit of new blood has become interested in the old company, when what is claimed to be 75 per cent of the old blood is willing to desert the ship, and hand it over practically as salvage to a new concern who for the next three years can only threaten, and who even then will not be able to injure us as much as this sacrifice scheme, which is characterized in some quarters in language not at all complimentary to the promoters. I use the word "promoters" as I understand the new company is not yet formed. I also understand (though the general managers have not up to the present volunteered any details to shareholders) that the purchaser when the purchase is put through of the "Findlay Smith Concession" is not the present Tramway Company, neither were they the negotiators, as intimated by the general managers when replying to a question asked by Mr. Moir at the last meeting, but a firm or company styled the "China Cable and Tramway Company," who I understand have undertaken to underwrite the new concern.

Mr. Jupp having read the notice convening the meeting.

The Chairman said:—Gentlemen, this meeting has been called to confirm the resolutions which were passed at an extraordinary general meeting of this company held on the 3rd of this month. Before putting these resolutions for confirmation I shall be pleased to answer any questions which shareholders may wish to ask.

MR. BROWN'S OBJECTIONS.

Mr. Brown, who rose amid some applause, said:—Mr. Chairman and gentlemen, before the resolutions are put to the meeting I would like to make a few remarks to begin with to be followed by a few questions which I would like the general managers to answer. Since the last meeting on the 3rd instant a number of letters including two from myself and one in reply to my first from the general managers have appeared in the public press. Those letters speak for themselves, and although the general managers, in their reply, attempted to prove wrong, they utterly failed to do so in a single instance in connection with any statement I made. They tried to justify their advocacy of the present scheme, by simply accusing me of "inaccuracy based upon insufficient knowledge" and questioning my right to protect my own interests as a shareholder in the present Company for the reason that I am not as old a shareholder as some who are going to benefit financially much more than others in what is termed "a reconstruction of the company" but which I call and have called since the beginning, an unadvised and unjustified sacrifice of one of the best paying properties in the Colony, at about half its value to a syndicate or company of outsiders whose money is not at all likely to be put into the construction of an opposition line, unless they can buy us out at a price that will not only enable them to point up their prospectus, but will be the one factor in enabling them to promise investors any return on their money before three years at least. Does it look reasonable to you, gentlemen, that \$450,000 in all that our present tramway line is worth as going concern, earning as it has in the past net profits of over 40 per cent, and capable, as it certainly will be, of earning in the next three years further net profits of \$500,000 per year on a capital of only \$125,000? It is to my mind, gentlemen, a much better asset at \$500,000 than investors will find the new line, which is going to cost that much to build. The general managers are using every effort, for reasons known to themselves, to make it appear that the contemplated opposition of the projected new line warrants a dissolution of the company and this sacrifice sale. Here I take issue with them and can only say, that it is probably a good thing that a bit of new blood has become interested in the old company, when what is claimed to be 75 per cent of the old blood is willing to desert the ship, and hand it over practically as salvage to a new concern who for the next three years can only threaten, and who even then will not be able to injure us as much as this sacrifice scheme, which is characterized in some quarters in language not at all complimentary to the promoters. I use the word "promoters" as I understand the new company is not yet formed. I also understand (though the general managers have not up to the present volunteered any details to shareholders) that the purchaser when the purchase is put through of the "Findlay Smith Concession" is not the present Tramway Company, neither were they the negotiators, as intimated by the general managers when replying to a question asked by Mr. Moir at the last meeting, but a firm or company styled the "China Cable and Tramway Company," who I understand have undertaken to underwrite the new concern.

Mr. Jupp having read the notice convening the meeting.

The Chairman said:—Gentlemen, this meeting has been called to confirm the resolutions which were passed at an extraordinary general meeting of this company held on the 3rd of this month. Before putting these resolutions for confirmation I shall be pleased to answer any questions which shareholders may wish to ask.

MR. BROWN'S OBJECTIONS.

Mr. Brown, who rose amid some applause, said:—Mr. Chairman and gentlemen, before the resolutions are put to the meeting I would like to make a few remarks to begin with to be followed by a few questions which I would like the general managers to answer. Since the last meeting on the 3rd instant a number of letters including two from myself and one in reply to my first from the general managers have appeared in the public press. Those letters speak for themselves, and although the general managers, in their reply, attempted to prove wrong, they utterly failed to do so in a single instance in connection with any statement I made. They tried to justify their advocacy of the present scheme, by simply accusing me of "inaccuracy based upon insufficient knowledge" and questioning my right to protect my own interests as a shareholder in the present Company for the reason that I am not as old a shareholder as some who are going to benefit financially much more than others in what is termed "a reconstruction of the company" but which I call and have called since the beginning, an unadvised and unjustified sacrifice of one of the best paying properties in the Colony, at about half its value to a syndicate or company of outsiders whose money is not at all likely to be put into the construction of an opposition line, unless they can buy us out at a price that will not only enable them to point up their prospectus, but will be the one factor in enabling them to promise investors any return on their money before three years at least. Does it look reasonable to you, gentlemen, that \$450,000 in all that our present tramway line is worth as going concern, earning as it has in the past net profits of over 40 per cent, and capable, as it certainly will be, of earning in the next three years further net profits of \$500,000 per year on a capital of only \$125,000? It is to my mind, gentlemen, a much better asset at \$500,000 than investors will find the new line, which is going to cost that much to build. The general managers are using every effort, for reasons known to themselves, to make it appear that the contemplated opposition of the projected new line warrants a dissolution of the company and this sacrifice sale. Here I take issue with them and can only say, that it is probably a good thing that a bit of new blood has become interested in the old company, when what is claimed to be 75 per cent of the old blood is willing to desert the ship, and hand it over practically as salvage to a new concern who for the next three years can only threaten, and who even then will not be able to injure us as much as this sacrifice scheme, which is characterized in some quarters in language not at all complimentary to the promoters. I use the word "promoters" as I understand the new company is not yet formed. I also understand (though the general managers have not up to the present volunteered any details to shareholders) that the purchaser when the purchase is put through of the "Findlay Smith Concession" is not the present Tramway Company, neither were they the negotiators, as intimated by the general managers when replying to a question asked by Mr. Moir at the last meeting, but a firm or company styled the "China Cable and Tramway Company," who I understand have undertaken to underwrite the new concern.

Mr. Jupp having read the notice convening the meeting.

The Chairman said:—Gentlemen, this meeting has been called to confirm the resolutions which were passed at an extraordinary general meeting of this company held on the 3rd of this month. Before putting these resolutions for confirmation I shall be pleased to answer any questions which shareholders may wish to ask.

MR. BROWN'S OBJECTIONS.

Mr. Brown, who rose amid some applause, said:—Mr. Chairman and gentlemen, before the resolutions are put to the meeting I would like to make a few remarks to begin with to be followed by a few questions which I would like the general managers to answer. Since the last meeting on the 3rd instant a number of letters including two from myself and one in reply to my first from the general managers have appeared in the public press. Those letters speak for themselves, and although the general managers, in their reply, attempted to prove wrong, they utterly failed to do so in a single instance in connection with any statement I made. They tried to justify their advocacy of the present scheme, by simply accusing me of "inaccuracy based upon insufficient knowledge" and questioning my right to protect my own interests as a shareholder in the present Company for the reason that I am not as old a shareholder as some who are going to benefit financially much more than others in what is termed "a reconstruction of the company" but which I call and have called since the beginning, an unadvised and unjustified sacrifice of one of the best paying properties in the Colony, at about half its value to a syndicate or company of outsiders whose money is not at all likely to be put into the construction of an opposition line, unless they can buy us out at a price that will not only enable them to point up their prospectus, but will be the one factor in enabling them to promise investors any return on their money before three years at least. Does it look reasonable to you, gentlemen, that \$450,000 in all that our present tramway line is worth as going concern, earning as it has in the past net profits of over 40 per cent, and capable, as it certainly will be, of earning in the next three years further net profits of \$500,000 per year on a capital of only \$125,000? It is to my mind, gentlemen, a much better asset at \$500,000 than investors will find the new line, which is going to cost that much to build. The general managers are using every effort, for reasons known to themselves, to make it appear that the contemplated opposition of the projected new line warrants a dissolution of the company and this sacrifice sale. Here I take issue with them and can only say, that it is probably a good thing that a bit of new blood has become interested in the old company, when what is claimed to be 75 per cent of the old blood is willing to desert the ship, and hand it over practically as salvage to a new concern who for the next three years can only threaten, and who even then will not be able to injure us as much as this sacrifice scheme, which is characterized in some quarters in language not at all complimentary to the promoters. I use the word "promoters" as I understand the new company is not yet formed. I also understand (though the general managers have not up to the present volunteered any details to shareholders) that the purchaser when the purchase is put through of the "Findlay Smith Concession" is not the present Tramway Company, neither were they the negotiators, as intimated by the general managers when replying to a question asked by Mr. Moir at the last meeting, but a firm or company styled the "China Cable and Tramway Company," who I understand have undertaken to underwrite the new concern.

Mr. Jupp having read the notice convening the meeting.

The Chairman said:—Gentlemen, this meeting has been called to confirm the resolutions which were passed at an extraordinary general meeting of this company held on the 3rd of this month. Before putting these resolutions for confirmation I shall be pleased to answer any questions which shareholders may wish to ask.

MR. BROWN'S OBJECTIONS.

Mr. Brown, who rose amid some applause, said:—Mr. Chairman and gentlemen, before the resolutions are put to the meeting I would like to make a few remarks to begin with to be followed by a few questions which I would like the general managers to answer. Since the last meeting on the 3rd instant a number of letters including two from myself and one in reply to my first from the general managers have appeared in the public press. Those letters speak for themselves, and although the general managers, in their reply, attempted to prove wrong, they utterly failed to do so in a single instance in connection with any statement I made. They tried to justify their advocacy of the present scheme, by simply accusing me of "inaccuracy based upon insufficient knowledge" and questioning my right to protect my own interests as a shareholder in the present Company for the reason that I am not as old a shareholder as some who are going to benefit financially much more than others in what is termed "a reconstruction of the company" but which I call and have called since the beginning, an unadvised and unjustified sacrifice of one of the best paying properties in the Colony, at about half its value to a syndicate or company of outsiders whose money is not at all likely to be put into the construction of an opposition line, unless they can buy us out at a price that will not only enable them to point up their prospectus, but will be the one factor in enabling them to promise investors any return on their money before three years at least. Does it look reasonable to you, gentlemen, that \$450,000 in all that our present tramway line is worth as going concern, earning as it has in the past net profits of over 40 per cent, and capable, as it certainly will be, of earning in the next three years further net profits of \$500,000 per year on a capital of only \$125,000? It is to my mind, gentlemen, a much better asset at \$500,000 than investors will find the new line, which is going to cost that much to build. The general managers are using every effort, for reasons known to themselves, to make it appear that the contemplated opposition of the projected new line warrants a dissolution of the company and this sacrifice sale. Here I take issue with them and can only say, that it is probably a good thing that a bit of new blood has become interested in the old company, when what is claimed to be 75 per cent of the old blood is willing to desert the ship, and hand it over practically as salvage to a new concern who for the next three years can only threaten, and who even then will not be able to injure us as much as this sacrifice scheme, which is characterized in some quarters in language not at all complimentary to the promoters. I use the word "promoters" as I understand the new company is not yet formed. I also understand (though the general managers have not up to the present volunteered any details to shareholders) that the purchaser when the purchase is put through of the "Findlay Smith Concession" is not the present Tramway Company, neither were they the negotiators, as intimated by the general managers when replying to a question asked by Mr. Moir at the last meeting, but a firm or company styled the "China Cable and Tramway Company," who I understand have undertaken to underwrite the new concern.

Mr. Jupp having read the notice convening the meeting.

The Chairman said:—Gentlemen, this meeting has been called to confirm the resolutions which were passed at an extraordinary general meeting of this company held on the 3rd of this month. Before putting these resolutions for confirmation I shall be pleased to answer any questions which shareholders may wish to ask.

MR. BROWN'S OBJECTIONS.

Mr. Brown, who rose amid some applause, said:—Mr. Chairman and gentlemen, before the resolutions are put to the meeting I would like to make a few remarks to begin with to be followed by a few questions which I would like the general managers to answer. Since the last meeting on the 3rd instant a number of letters including two from myself and one in reply to my first from the general managers have appeared in the public press. Those letters speak for themselves, and although the general managers, in their reply, attempted to prove wrong, they utterly failed to do so in a single instance in connection with any statement I made. They tried to justify their advocacy of the present scheme, by simply accusing me of "inaccuracy based upon insufficient knowledge" and questioning my right to protect my own interests as a shareholder in the present Company for the reason that I am not as old a shareholder as some who are going to benefit financially much more than others in what is termed "a reconstruction of the company" but which I call and have called since the beginning, an unadvised and unjustified sacrifice of one of the best paying properties in the Colony, at about half its value to a syndicate or company of outsiders whose money is not at all likely to be put into the construction of an opposition line, unless they can buy us out at a price that will not only enable them to point up their prospectus, but will be the one factor in enabling them to promise investors any return on their money before three years at least. Does it look reasonable to you, gentlemen, that \$450,000 in all that our present tramway line is worth as going concern, earning as it has in the past net profits of over 40 per cent, and capable, as it certainly will be, of earning in the next three years further net profits of \$500,000 per year on a capital of only \$125,000? It is to my mind, gentlemen, a much better asset at \$500,000 than investors will find the new line, which is going to cost that much to build. The general managers are using every effort, for reasons known to themselves, to make it appear that the contemplated opposition of the projected new line warrants a dissolution of the company and this sacrifice sale. Here I take issue with them and can only say, that it is probably a good thing that a bit of new blood has become interested in the old company, when what is claimed to be 75 per cent of the old blood is willing to desert the ship, and hand it over practically as salvage to a new concern who for the next three years can only threaten, and who even then will not be able to injure us as much as this sacrifice scheme, which is characterized in some quarters in language not at all complimentary to the promoters. I use the word "promoters" as I understand the new company is not yet formed. I also understand (though the general managers have not up to the present volunteered any details to shareholders) that the purchaser when the purchase is put through of the "Findlay Smith Concession" is not the present Tramway Company, neither were they the negotiators, as intimated by the general managers when replying to a question asked by Mr. Moir at the last meeting, but a firm or company styled the "China Cable and Tramway Company," who I understand have undertaken to underwrite the new concern.

Mr. Jupp having read the notice convening the meeting.

The Chairman said:—Gentlemen, this meeting has been called to confirm the resolutions which were passed at an extraordinary general meeting of this company held on the 3rd of this month. Before putting these resolutions for confirmation I shall be pleased to answer any questions which shareholders may wish to ask.

MR. BROWN'S OBJECTIONS.

Mr. Brown, who rose amid some applause, said:—Mr. Chairman and gentlemen, before the resolutions are put to the meeting I would like to make a few remarks to begin with to be followed by a few questions which I would like the general managers to answer. Since the last meeting on the 3rd instant a number of letters including two from myself and one in reply to my first from the general managers have appeared in the public press. Those letters speak for themselves, and although the general managers, in their reply, attempted to prove wrong, they utterly failed to do so in a single instance in connection with any statement I made. They tried to justify their advocacy of the present scheme, by simply accusing me of "inaccuracy based upon insufficient knowledge" and questioning my right to protect my own interests as a shareholder in the present Company for the reason that I am not as old a shareholder as some who are going to benefit financially much more than others in what is termed "a reconstruction of the company" but which I call and have called since the beginning, an unadvised and unjustified sacrifice of one of the best paying properties in the Colony, at about half its value to a syndicate or company of outsiders whose money is not at all likely to be put into the construction of an opposition line, unless they can buy us out at a price that will not only enable them to point up their prospectus, but will be the one factor in enabling them to promise investors any return on their money before three years at least. Does it look reasonable to you, gentlemen, that \$450,000 in all that our present tramway line is worth as going concern, earning as it has in the past net profits of over 40 per cent, and capable, as it certainly will be, of earning in the next three years further net profits of \$500,000 per year on a capital of only \$125,000? It is to my mind, gentlemen, a much better asset at \$500,000 than investors will find the new line, which is going to cost that much to build. The general managers are using every effort, for reasons known to themselves, to make it appear that the contemplated opposition of the projected new line warrants a dissolution of the company and this sacrifice sale. Here I take issue with them and can only say, that it is probably a good thing that a bit of new blood has become interested in the old company, when what is claimed to be 75 per cent of the old blood is willing to desert the ship, and hand it over practically as salvage to a new concern who for the next three years can only threaten, and who even then will not be able to injure us as much as this sacrifice scheme, which is characterized in some quarters in language not at all complimentary to the promoters. I use the word "promoters" as I understand the new company is not yet formed. I also understand (though the general managers have not up to the present volunteered any details to shareholders) that the purchaser when the purchase is put through of the "Findlay Smith Concession" is not the present Tramway Company, neither were they the negotiators, as intimated by the general managers when replying to a question asked by Mr. Moir at the last meeting, but a firm or company styled the "China Cable and Tramway Company," who I understand have undertaken to underwrite the new concern.

Mr. Jupp having read the notice convening the meeting.

The Chairman said:—Gentlemen, this meeting has been called to confirm the resolutions which were passed at an extraordinary general meeting of this company held on the 3rd of this month. Before putting these resolutions for confirmation I shall be pleased to answer any questions which shareholders may wish to ask.

MR. BROWN'S OBJECTIONS.

assured the Russian Empire, and wished good fortune in the coming battle. The tea was drunk and followed by cheers. Then assembly then broke up, and the band of the flag-ship played as the officers returned to their ships. On the 18th May the Squadron Commander, on the flag-ship, sent the following signal being played from the flag-ship:—"The enemy is near, the destination distant. The destiny of Russia in the campaign will be decided during the coming week, and all are asked to waken themselves for the honour of Russia."

CRIMINAL SESSIONS.

DEMANDING MONEY WITH MENACES.

21st inst.

The Criminal Sessions opened this morning, before the Chief Justice, Mr. F. T. Pigott, with the case in which Lai Po and Ng Ngau were charged with demanding money by menaces, on the 8th March, at Shaohkwan, Tai O district, Lantau Island.

The Attorney-General (the Hon. Sir H. S. Berkeley), instructed by Mr. Morrell, of the Crown Solicitor's office, prosecuted, and the prisoners were undefended.

The following jury was empanelled: Messrs. John Johnston (foreman), William Anderson, Ezekiel Isaac Ellis, Paul Karl Knyvet, Friedrich Nicolai, Joseph Hooper, and Bruno Engel.

The facts of the case were, briefly, that on the day in question the two prisoners, with a third man who has not been found, went to the house of one Wong Kiu and demanded of him the sum of \$10 in cash with which to get over to Hongkong, threatening Wong that if the money was not paid they would inform the brethren of the Triad Society, some of whom would come with them and thrash Wong. Finally after much talk, Wong handed over all his money, viz., \$4.91; the men made off. Wong subsequently reported the matter to the police, and the two prisoners were arrested. Evidence was given, and the jury after consulting together for ten minutes returned a verdict of guilty, by a majority of four to three.

His Lordship could not accept this, and asked them to retire and reconsider their decision.

After half an hour's retirement they returned into Court, and returned the same verdict, this time by a majority of six to one.

The Attorney-General then asked His Lordship to defer sentence as there was another charge against the second prisoner to be tried in the next case in the list, and the first prisoner would be requested in evidence.

Sentence was deferred accordingly.

GANG ROBBERY.

When the jury in the last case retired to reconsider their verdict the Attorney-General asked His Lordship to take up case No. 3 on the list. Yeung Yu, Tsang Tak, Lam Yung and Leung Sai were accordingly placed in the dock to answer to the charge of gang robbery.

The following jury were empanelled: Messrs. Alexander Mair (foreman), W. Faulkner, Bayford, Norman H. Rutherford, Louis Maria Alvarez, Emil Adolf Schneider, W. W. C. Drew, Alberto Edonardo de Salcedo Alves.

In this case the men went to the house of a Mrs. Barros, a Portuguese lady, living at No. 20, Water Street, West Point, and pretended they had been sent by the Government to make a skylight in the kitchen. They were allowed to come, and began to move the furniture, as if to get at the ceiling, when suddenly two of them seized the arms of Mrs. Barros and forcibly removed a gold-mounted bangle and some finger rings, a third seizing Mrs. Barros's little adopted daughter and removing her bangles also. The small son of the lady, seeing the trouble, slipped out and called the police. The little girl identified the men.

The evidence was conclusive and the jury returned a verdict of "Guilty." His Lordship sentencing each of the prisoners to one year's hard labour.

The Court then adjourned until to-morrow morning.

GANG ROBBERY.

20th inst.

Ho Man and Ng Ngau were placed in the dock to undergo their trial before the Chief Justice (Mr. F. T. Pigott) on the charge of committing a gang robbery at Shaohkwan, on the 12th of March last in the house of Wong Kiu, a cattle dealer.

The Attorney-General (Sir H. S. Berkeley), instructed by Mr. G. Morrell of the Crown Solicitor's office, prosecuted, and the prisoners were undefended.

The following jury was empanelled: Messrs. Koehler (foreman), W. Eric Craig, Guy Blood, John Arnold, Isaac S. Perry, S. A. Seth, and Frederick Roberts. The Attorney-General said the facts of the case were, in brief, that Wong Kiu was asleep in his house on the night of the 12th of March last, when suddenly the door was broken, and complainant saw two men come in, and others standing outside. Wong Kiu jumped up and seized a spear to defend himself, when one of the prisoners stabbed him in the thigh. The robbers then searched the house and stole \$30 in money, a pair of shoes, and a pair of trousers and then made off. The only difficulty in this case was the lack of direct testimony against prisoners, the complainant being unable to identify them, but he could say that the second prisoner went to the house in the same clothes with others and with menaces obtained money from him. The prisoner then said he was dissatisfied with the amount of money he then obtained and said he would return with others. The men moreover were all masked.

Wong Kiu corroborated this statement, and added that the men pressed him down by the door outside the house, and two of the robbers searched the house. He saw five men altogether. Before the robbers went in he had \$80; and that was taken away from him that night. The money was placed in the box upstairs. After the robbers left he found the box broken and the money gone. They also took a pair of shoes and a pair of trousers. On the 13th March he was sent to the Government Civil Hospital and detained there for treatment till the 9th April. He knew the second prisoner. He saw him at his house when he came with menaces, four days before, with three men, and demanded money.

To the Court the men were all the height of the man in the white jacket (first prisoner). Sergeant Mackenzie, in charge of the Tai O station, testified that from information he received he went to the house of the prosecutor and found the man lying on his bed, bleeding from three wounds in the thigh, and had him sent to hospital. He found the spear 200 or 300 yards away from the house.

Dr. E. A. Lalag testified to the man being received into the hospital for treatment, suffering from three wounds in the thigh. The spear wound would be a likely weapon to cause those wounds. The marks on Wong Kiu's thigh were the result of those wounds.

Evidence of the arrest was then given; Chinese constable No. 66 stating that when he arrested the prisoner Ng Ngau, the latter said "the old man Wong Kiu stabbed me first," and showed a patch in his clothes where he had mended the rent made at the time.

His Lordship said that statement was inadmissible, unless the constable warned the prisoner before allowing him to say any more.

The constable said the trouble arose out of an alleged theft by Wong Kiu from the second prisoner, and the latter wanted to go to Wong's to get some money to make up for the theft, and asked the first prisoner to go with him. He did not want to go at first, but afterwards he went, and when he got to the house he saw Wong Kiu chasing two other men out of the house with the spear. The old man then stabbed him, the first prisoner, and another man snatched away the spear and stabbed

Wong with it. The man who did the stabbing was one Cheung Kai. The first prisoner then went away with the second, and when they got to Tai O the first prisoner thrashed the second for assaulting the old man. The second prisoner then said that he would give evidence against the first prisoner and say that he stabbed Wong Kiu, and then they fought again.

The second prisoner said the police arrested and beat him. He did not acknowledge anything to the police. He only called out "save life." Wong Kiu stole goods valued at \$5 or \$7 from him, and afterwards gave him \$2.90 to make up, but that was not enough, and so he went with the first prisoner to get \$2 or \$3 more from him, and Wong seized the spear and there was some stabbing, and he fought with the first prisoner because of it. He was not a robber, but he was a thief. Lordship said I am to be hanged, I shall be hanged, or if I am to be decapitated I shall be decapitated, or if I am to go to gaol, then I shall go to gaol—I cannot help it.—That is all I have to say.

His Lordship then briefly summoned up. The jury, after a very brief deliberation, returned an unanimous verdict of "guilty" against both prisoners.

The Attorney-General then mentioned to His Lordship that the second prisoner had been found guilty of a similar charge yesterday, sentence being deferred.

The second prisoner was then sentenced to three years' hard labour, the other being sentenced to two years' hard labour.

GANG ROBBERY.

Deferred judgment in the case against Lai Po and Ng Ngau was then determined, the prisoners being sentenced to six months' hard labour each.

EMBEZZLEMENT.

Tang Fuk, ex-corporal's clerk and third clerk at the Magistracy, was then placed on trial charged with the embezzlement of the sum of \$50 on the 4th of April last.

Sir Henry Berkeley, Attorney-General, instructed by Mr. Morrell, of the Crown Solicitor's office, prosecuted.

Mr. C. N. Ferrers, instructed by Mr. H. W. Looker, of Messrs. Deacon Looker and Deacon, defended.

Prisoner pleaded not guilty, and the following jury was empanelled: Messrs. Nicolai (foreman), A. Mair, Schröder, P. K. Knyvet, W. F. Basford, A. Alves, and Hooper.

The facts of this case have been fully recorded in these columns, and are very briefly as follows: Tang Fuk, a clerk at the Magistracy, received \$50 as a fine which had been inflicted on a prisoner, and instead of paying it over to the properly accredited person to receive the same he alleged to have put it in his own pocket and used it himself. On the 4th of April a defendant was fined \$50 by one of the Magistrates, and a friend went to get the money, returning at 5.30 p.m. with the money, and as the sheriff had then gone the prisoner received the money, giving the usual receipt for the same, and making the usual endorsements, but nothing was known of this money until the 10th of May when the auditor discovered that it was missing.

Mr. T. A. Hamner, chief clerk at the Magistracy, was called and produced the counterfoil receipt books, and the depositions in the case in connection with which the \$50 fine was paid, on all of which was the prisoner's signature.

Prisoner was found not guilty, and was discharged.

A CHINESE DEBTOR.

20th inst.

In the Hongkong Summary Jurisdiction Court to-day, before His Honour Mr. Justice Wilsie, an action at the instance of Tse Tan Shing, Tong *alias* Tse Pung against Chan Shing Yu was called.

Mr. R. A. Harding appeared for the plaintiff; the defendant was not present nor was he represented.

The plaintiff claimed \$1,000, being part of a loan of \$1,548 which had been made to the defendant on 8th March, 1905. When asked to re-pay the loan the defendant had promised to do so, but had failed to keep that promise with the result that this action was taken. The plaintiff waived \$548 of the total amount due bringing the claim down to \$1,000.

It was stated that there were other actions for debt against the defendant.

A FIREMAN'S CLAIM

BEFORE THE COURT.

23rd inst.

For some days past the Chief Justice has been engaged at the Supreme Court in hearing evidence in a case in which the main issue is whether either the plaintiff or the defendant, and if so, which, is entitled to a specific sum of \$3,600. The parties in the action are Lam Tung, who was at one time head freeman on board of the steamer *Kin Shan*, and the Nam Loong firm of merchants with premises at Saigon. It seems that last year an expedition case was heard in the Police Court in which an order was made for the return of a Chinaman, named Chow Kwong to Saigon to answer a charge of burglary at the defendant's shop there. The police found \$2,600 in the man's possession and retained the money, and Lam Tung now claims that he is entitled to it, and in support of his contention argues that he had the money on him but owing to his having to be on the deck of his steamer during a typhoon and not wishing to lose it he handed it to Chow Kwong for safe keeping. Subsequently this man was arrested on a charge of burglary and the money being found on his person was now claimed by the defendant as part of the proceeds of the robbery. These are the main facts upon which the arguments before Mr. F. T. Pigott have been based the plaintiff's version being placed before the Court by Mr. H. E. Pollock, K.C., (instructed by Mr. C. F. Dixon of Mr. Hastings' office), and the defence being entrusted to Mr. H. N. Ferrers, who is briefed by Mr. J. Hays (of Messrs. Johnson, Stokes and Master).

The evidence concluded, Mr. H. N. Ferrers urged that a commission be appointed to proceed to Saigon to take the evidence of a number of persons to prove the position and standing of the plaintiff's business.

His Lordship said he could not see his way to accede to this.

Mr. Ferrers then addressed the Court at great length to show that Chow Kwong's ignorance of Saigon went to prove that he never could have lived there for fourteen years, as was stated. He knew nothing about the principal features of the city and entirely ignorant of its topography.

The argument continues.

A SUPPER PARTY

DISTURBED BY POLICE.

23rd inst.

The proprietress of a boarding establishment in Pottinger Street, was charged before Mr. F. A. Hazellard this morning, with creating a disturbance at her residence.

Mr. M. J. D. Stephens appeared for the defence.

Police Sergeant Evans said that on the 19th inst. at about ten minutes past twelve in the morning he was returning from duty and heard a disturbance at the defendant's house. He knocked at the door and cautioned the inmates, but this appeared to have no effect. To Mr. Stephens the inmates were shouting in such a manner that he could hear the voice in Hollywood Road. He did not tell her to "shut up her box," nor did he treat her in an off-hand manner.

J. Hanson, Chief Inspector of Detectives, said he was awakened by the noise, and thought it came from a house lower down the street.

Sergeant Garrod said that at the time in question he was on his verandah, immediately opposite defendant's house. There were a number of men and gentlemen on the ground floor singing, laughing and making a great noise. At five minutes to twelve, they were trying to sing the *Marcellite*, and he heard defendant's voice. He then called a *lukong* and told him to go and order the inmates to stop the disturbance, and a woman inside called the *lukong*, who knocked at the door, every "awear-word" she could think of. The disturbance had lasted from dinner time until a quarter past twelve.

Mr. Stephens submitted that the defendant had a few friends spending the evening, and some French officers, who had just arrived, joined them, and they were having supper when a *lukong* came and opened a window and told them to keep quiet, and later some European constables came and arrested a French artillery officer, who was released on \$10 bail. Defendant went next morning and explained the matter to Mr. Dadeley, Captain Superintendent of Police.

On behalf of the defendant, a witness, who had boarded in defendant's house, for three months, testified that on the night in question there were six people at table, but there was no noise whatever.

His Worship fined the defendant \$5 and ordered her to enter into a personal bond for \$100 to be of good behaviour for the next twelve months.

RELEASED FROM GAOL.

INTERESTING APPLICATION.

IMPORTANT OBSERVATIONS.

The Chief Justice was occupied for a few minutes this morning in hearing an application for the release from prison of Lai Wing alias Lai Wing Cho, one of the partners in the Ching Hop firm of traders which recently went into bankruptcy. Their numerous creditors included Messrs. Siemens & Co., Melchers & Co., Meyerink & Co., W. G. Humphreys & Co., Sander, Wieler & Co., Bradley & Co., and Grossmann & Co.

Mr. P. W. Goldring (of Messrs. Brutton, Hett & Goldring) appeared in support of the application, which was opposed, on behalf of some of the creditors, by Mr. F. B. L. Bowley (the Crown Solicitor), from the office of Messrs. Denny & Bowley.

In making his application, Mr. Goldring tendered affidavits showing that on the 9th June an interim receiving order was made in the matter. On the afternoon of the 8th idem, the accountant and debtor of the firm were seen by some of the creditors, and in fact, were seen every day from the 8th until the 12th June. Other affidavits filed showed that on the 8th Lai Yuen was informed that bankruptcy proceedings had been instituted against him, but he made no attempt to avoid service of the petition. On the evening of the 8th he was arrested, having three days previously proposed a composition of thirty per cent which was refused by the creditors, four of whom subsequently stated that in their belief Lai Yuen would abscond as his partner Lai Pak had done.

After the reading of one of the affidavits the Chief Justice remarked that the underlying impression seemed to be that those making the declaration carefully refrained from acknowledging the responsibility for their comrade's application. He could not have

AFFIDAVITS BY COMPRADORES.

as there was nothing on them to show that the comradore had the authority of the firm they represented. It was a most serious matter to arrest a person on a warrant issued merely on the statement of a comradore.

Mr. Bowley, in opposing the application, said that the affidavits, made with the full assistance of the principals, showed that the Ching Hop was an old established firm of metal dealers which had, for a number of years, been doing extensive business in Hongkong and had obtained very considerable credit from all the principal German firms and from a number of English firms in the Colony. They had also obtained large credits from Chinese banks in Hongkong, and now admitted total liabilities, at the present time, of \$160,000. On the 8th June the Ching Hop firm, without any ostensible reason—there was no reason given whatever why they should have failed—but on the 8th June they suspended payment. He submitted that that was extremely suspicious, and stated that in order to come to the conclusion that the debtor intended to abscond his Lordship should look at the surrounding circumstances.

BANKRUPTCY PROCEEDINGS A MERE FARCE.

Mr. Bowley.—The experience of this court is that none out of every ten debtors do abscond. For the past few years, especially, wherever here is a Chinese bankruptcy the Chinese debtor absconds and does not attend for examination. During the last twelve months, in case after case, your Lordship's predecessor ordered warrants to be issued for the arrest of debtors because they did not attend their examinations, and the result of the proceedings was that bankruptcy proceedings have been reduced to a mere farce.

Proceeding, Mr. Bowley explained that on the 8th June the debtors suspended payment, and on the same day Messrs. Meyerink & Co., to whom they owed the sum of \$10,000, sent for the managing partner and pressed him to pay the debt or else furnish security for the account by handing over goods. The man declares that he was threatened and detained in the office. Some goods were subsequently handed over, and when the man reached the ears of other large creditors they wanted to be treated on an even footing. The result was that a number of comradore went to the godowns of the debtor firm, and after considerable discussion Messrs. Meyerink & Co. withdrew their claim to the goods.

His Lordship.—The only question is, was this man about to abscond, or rather, was there any reason for believing he was about to abscond? There is no doubt that on the 8th, 9th, 10th and 11th June he was in the office, and that the petitioning creditors saw him up to that day, and all his efforts then were—perhaps not exactly to pay his debts; but there is no evidence that he intended to frustrate the bankruptcy proceedings by absconding.

Mr. Bowley.—I submit there is considerable evidence. I don't allege that this man intended to abscond on the 8th, 9th, 10th, 11th, or 12th June, but afterwards.

His Lordship.—What evidence is there, between the 12th and 15th, that he was going to abscond?

Mr. Bowley.—Your Lordship will see that on the 8th June Lai Wing Cho instructed Chow Tak, my friend's interpreter, who, it appears, has constituted himself

THE GUARDIAN ANGEL.

of the debtor, was instructed to present the bankruptcy petition. It has frequently happened in this Colony that the same solicitor acts for the petitioning creditor as well as for the debtor. I submit that this is a most undesirable practice and one that frequently leads to collusion between the petitioning creditor and the debtor.

On the evidence it is quite clear that Lai Wing Cho and Chow Tak were acting in collusion and were not endeavouring to assist the creditors or the Official Receiver. On the 12th Chow Tak suggested the composition of thirty per cent. My clients' comradore were justly indignant that this offer should have been made to them when they believed the debtor firm to be perfectly solvent, and there is not the slightest shadow of a suggestion as to why this firm has failed or why they have gone to the wall. On a cursory examination of the books appear to show there is a stock-in-trade amounting to \$100,000, but the manager says the stock is worth only \$50,000. My clients wish to know what has happened to this other \$50,000 of stock-in-trade, consisting of metal. There are book debts amounting to \$75,000, but the managing partner says he expects them to realise only \$30,000. Therefore, my Lord, on the affidavits there are some \$50,000 of stock and \$45,000 of book debts absolutely unaccounted for. The position is that up to the 12th June the debtors hoped to make some arrangement, and on the 12th the petition, signed by a large majority of the creditors, representing \$107,000 worth of debts, was filed.

A HANDY CLIENT.

The debtor was not in his own shop, but was living in a room above his solicitor's office. My Lord, I submit that is a rather peculiar circumstance. This man, who has been carrying on business in Hongkong for some years, suddenly suspends payment, and—

His Lordship (interposing).—The only ground stated in the application for a warrant was that a partner had absconded, and it was believed this man would do the same.

Mr. Bowley.—No, my Lord. If you will pardon me, that is not so. The grounds in the application for a warrant, besides setting out the surrounding circumstances, also stated that the comradore believed the two debtors were about to abscond. It was said that they were in hiding and were preparing to abscond. When a merchant gets in difficulties, you would expect to find him in his counting-house unless he is seeking, by dishonest means, to evade his creditors. The principal creditors went to the shop on the 8th—after they had been to the godowns—and asked for the books, but could not ascertain where they were. There were no books there, and it appears that, in the meantime Chow Tak, acting with what authority, I cannot say, had been to the shop and ordered the assistants to remove the books. I submit that that was a most extraordinary proceeding.

The principal partner of the firm does not know on the evening of the 8th where his partner is. The interpreter, who is supposed to be acting for the petitioning creditor, goes to the shop and orders assistants to remove books. They are taken in the offices of the petitioning creditor and are subsequently handed over to the Official Receiver. Two very important books were not handed over. Then we have the fact of the managing partner vanishing. I submit that this man should not be released, and that if he is he should be ordered to give substantial security for his appearance in the bankruptcy proceedings.

In the month of November 1904 the defendant received instructions from the said Baron Ward to purchase the steamship *Edendale* which was to be used by the Russian Government as a hospital ship at Port Arthur, ostensibly under the auspices of the said International Red Cross Society. The said *Edendale* was purchased in accordance with a scheme which had been arranged by the plaintiff and others for the purpose of getting into communication with Port Arthur and supplying there medical stores which were necessary for the prolongation of the defence.

The defendant purchased the said *Edendale* for the sum of \$12,000 and agreed to fit out the said ship as a hospital ship to be delivered at Port Arthur for the sum of \$7,000. The *Edendale* was delivered to the defendant at Shanghai and passed a satisfactory survey by Lloyd's surveyor. Purchases were made by the defendant and all arrangements made to fit out the *Edendale* to meet requirements as a hospital ship, and the captain and the crew were engaged. Shortly afterwards the defendant was informed by the said Baron Ward that the *Edendale* would be required and that he was acting on behalf of Mr. Pavlov. The defendant thereupon cancelled the contract for the purchase of the *Edendale* and arranged with the brokers of the vendors to pay them the sum of \$12,000 for expense which had been incurred in connection with the said contract. The plaintiff subsequently handed the defendant a cheque for the said amount of \$12,000 signed by him as follows: "A. Pavlov, Minister for Korea in China," and at the same time arranged to give the defendant a contract for the supply of a large contract of flour to Vladivostok to be in full satisfaction for the defendant's losses in respect to the said breach of contract to take over the *Edendale*. The defendant's loss on the breach of contract to take over the *Edendale* was estimated at the sum of \$12,000, being the loss of profit on the transaction and loss occasioned by interference of the regular business of the defendant's firm in carrying out the contract for the purchase of the *Edendale* and making the necessary arrangements to fit her out as a hospital ship.

In the case of the occurrence of a breach of contract to take over the said ship this amount had been agreed to be paid to the defendant by the said Baron Ward. The plaintiff requested the defendant to hold the said cheque for \$12,000 until the said flour contract was signed. The plaintiff failed to give the said contract for delivery of flour to Vladivostok to the defendant and about January 1905 the said cheque for \$12,000 was cashed by the defendant with the consent of the plaintiff.

In order to carry out the said contract for delivery of flour the defendant obtained a guarantee from the defendant's bank at Shanghai to the amount of \$12,000,000 or there-

he discharged without security. I cannot grant that application. It is perfectly true, that discharge from arrest may not be usually ordered without security, but that is where the grounds of the original arrest were proper. In this case they were absolutely improper.

THE S.S. "SAMSON" CASE

IN SHANGHAI.

PLAINTIFF'S PETITION.

Our recent telegrams from Shanghai, in reference to the case of the *s.s. Samson* now proceeding in H.M. Supreme Court will be further elucidated by the petition of the plaintiff in this case, which is as follows:—

(1) The plaintiff is a Russian subject resident in Shanghai, and the defendant is a Danish subject resident in Shanghai.

(2) In or before the month of March 1905, the plaintiff was the beneficial owner of the steamship *Samson*.

(3) In the said month of March the said steamship was registered at His Britannic Majesty's Consulate-General as a British vessel the property of Thomas Charles Robert Ward.

(4) The said Thomas Charles Robert Ward had not at that time, or at any time, any beneficial interest in the said steamship.

(5) The defendant knew the said Thomas Charles Robert Ward had no beneficial interest in the said steamship and knew that the plaintiff was the beneficial owner thereof.

(6) On or about the thirteenth day of March 1905 the defendant, knowing such facts sold the said steamship to the Shanghai Tug and Lighter Company, Limited, and executed, as attorney of the said Thomas Charles Robert Ward, a bill of sale transferring the property of the said steamship to the said company, and received from the said company the sum of eighty thousand Taels, (Tls. 80,000) the purchase price for the said steamship.

(7) The plaintiff has applied to the defendant for the payment of the said eighty thousand Taels but the defendant has refused to pay such sum.

(8) By reason of such matters aforesaid the plaintiff has also sustained damage over and above the sum of Tls. 80,000 to the extent of twenty thousand Taels (Tls. 20,000) for which damage the defendant is liable.

(9) In the alternative the defendant conspired with the said Thomas Charles Robert Ward to, and did, wrongfully convert the said steamship the property of the plaintiff whereby the plaintiff has sustained damage to the extent of Tls. 100,000 for which damage the defendant is liable.

Wherefore the plaintiff prays:—

(1) For an order that the defendant do forthwith pay to the plaintiff the sum of Tls. 100,000 together with interest at the rate of seven per cent from the date of such order until payment.

(2) For an order that the defendant do pay to the plaintiff his cost of suit.

(3) For such further or other relief as the nature of the case may require.

Dated the 10th day of April 1905.

The answer of the above named defendant to the petition of the plaintiff says as follows:—

1.—The plaintiff is the Russian Minister to Korea now resident in Shanghai.

2.—The defendant does not admit paragraph 2 of the petition, and further states that the plaintiff at the time therein stated was acting as the representative and agent of the Russian Government who were the owners of the said steamship *Samson*.

3.—The defendant does not admit paragraphs 4, 5, 6, 7, 8 and 9 of the petition.

The defendant further says as follows:—

In the month of October, 1904, Thomas Charles Robert Ward referred to in the petition and better known as Baron Ward gave the defendant directions to purchase the steamship *Samson* for the purposes of the Russian Government, particularly to be used for obtaining information from Port Arthur which was then besieged by the Japanese forces. The said *Samson* was to be sent to Port Arthur as a Press boat and ostensibly under the auspices of an International Red Cross Society.

The said *Samson* was purchased by the defendant from Messrs. Wheelock and Co. for the sum of Tls. 100,000. The defendant received from said Messrs. Wheelock and Co. the sum of Tls. 100,000 as a rebate or commission which amount was subsequently handed to the plaintiff by whose direction the said rebate or commission was arranged for.

6. The defendant paid the sum of Tls. 100,558.4 for disbursements in respect of the *Samson*, which amount was refunded to him by the said Baron Ward.

7. In the month of November 1904 the defendant received instructions from the said Baron Ward to purchase the steamship *Edendale* which was to be used by the Russian Government as a hospital ship at Port Arthur, ostensibly under the auspices of the said International Red Cross Society. The said *Samson* and *Edendale* were purchased in accordance with a scheme which had been arranged by the plaintiff and others for the purpose of getting into communication with Port Arthur and supplying there medical stores which were necessary for the prolongation of the defence.

8.—The defendant purchased the said *Edendale* for the sum of \$12,000 and agreed to fit out the said ship as a hospital ship to be delivered at Port Arthur for the sum of \$7,000. The *Edendale* was delivered to the defendant at Shanghai and passed a satisfactory survey by Lloyd's surveyor. Purchases were made by the defendant and all arrangements made to fit out the *Edendale* to meet requirements as a hospital ship, and the captain and the crew were engaged. Shortly afterwards the defendant was informed by the said Baron Ward that the *Edendale* would be required and that he was acting on behalf of Mr. Pavlov. The defendant thereupon cancelled the contract for the purchase of the *Edendale* and arranged with the brokers of the vendors to pay them the sum of \$12,000 for expense which had been incurred in connection with the said contract. The plaintiff subsequently handed the defendant a cheque for the said amount of \$12,000 signed by him as follows: "A. Pavlov, Minister for Korea in China," and at the same time arranged to give the defendant a contract for the supply of a large contract of flour to Vladivostok to be in full satisfaction for the defendant's losses in respect to the said breach of contract to take over the *Edendale*. The defendant's loss on the breach of contract to take over the *Edendale* was estimated at the sum of \$12,000, being the loss of profit on the transaction and loss occasioned by interference of the regular business of the defendant's firm in carrying out the contract for the purchase of the *Edendale* and making the necessary arrangements to fit her out as a hospital ship.

In the case of the occurrence of a breach of contract to take over the said ship this amount had been agreed to be paid to the defendant by the said Baron Ward. The plaintiff requested the defendant to hold the said cheque for \$12,000 until the said flour contract was signed. The plaintiff failed to give the said contract for delivery of flour to Vladivostok to the defendant and about January 1905 the said cheque for \$12,000 was cashed by the defendant with the consent of the plaintiff.

In order to carry out the said contract for delivery of flour the defendant obtained a guarantee from the defendant's bank at Shanghai to the amount of \$12,000,000 or there-

abouts. On the failure of the plaintiff to give the said contract to the defendant the said bank cancelled the guarantee greatly to the damage of the defendant's credit.

10.—The defendant, by the direction of the said Baron Ward, purchased the medical stores above referred to to the value of upwards of Tls. 100,000, and afterwards, at the request of the plaintiff

Station. A new crew will be sent from England to relieve her present ship's company.

The 3rd gun, several of which were recently sent out to our coaling stations in the "Por East," is a very fine weapon of long range and ballistics energy, says a home journal. It weighs 25 tons unmounted, and throws a projectile of 350 lbs. weight. This combined shot and shell is propelled to its destination by a charge of 65 lbs. of cordite which gives it a muzzle energy of 3,477 feet per second and an effective range of eight miles. At 3,000 yards the "nine point two" can perforate 18 inches of wrought iron. Half a dozen men can it work it.

SHIPPING JATSAM.

THE R. I. M. "D. PERRIN" and inst.

The following revised programme of movements of the Royal Indian Marine Steamer *Dufferin* were recently published: Leaves Bombay 14th June; arrives Hongkong 27th June, leaves Hongkong; 28th June, arrives Taku 4th July with 21st Dogra and details for North China, leaves Taku 7th July, arrives Hongkong; 13th July, leaves Hongkong; 15th July, arrives Karachi 3rd July with 6th Punjab and details, leaves Karachi 2nd August, and arrives Bombay 4th August empty of details.

The *Matrit* remarks that, owing to the great efforts made by the authorities, the Japanese dockyard and ironworks have made wonderful progress since the outbreak of hostilities. In addition to the Dockyards at Kure and Yokosuka, there are now two or three others in which it would be possible to construct, while the ironworks, are now in a position to supply all the necessary material. At the present time one battleship and two first-class cruisers are being constructed at Kure, and one battleship and one first-class cruiser at Yokosuka, while the building of another first-class cruiser is now being arranged for.

As the Volunteer steamer *Irish* sunk in shallow water after receiving only three shells, it is hoped that she will be refloated.

The story that the *Temrud* reached Vladivostok 140 miles north of Vladivostok and blew herself up there with only ten tons of coal on board, is doubted.

The *Kuwano Maru* 21, (3,207 tons) and the *Kaburama Maru* 1, (775 tons) standard oil Port Hamilton in a thick fog on the 2nd inst. The latter has been refloated uninjured.

The statement that the British steamer *Old-Africa* has been recaptured by the Japanese is now contradicted, and it is feared that she was sunk by the Russians, as originally reported.

The O. S. K. S. *Synshu Maru*, 1,621 tons, stranded off *Mokpo*, Korea, on the 6th. Passengers, crew, and cargo were saved. The steamer was afterwards refloated and continued her voyage.

An attempt was made by ten of the *Orel's* crew to blow up her port magazine while the Japanese prize crew was taking her to Muzuru. It was discovered at the critical moment, and eight of the Russians were shot on the spot.

The Russian cruiser *Admiral Nakhimoff* and *Vladimir Monomakh* were found on the 28th ult. drifting near Tsushima. The *Sado Maru* towed them separately towards Tsushima, but they both sank in shallow water, and it is believed that they may be refloated.

A Tokio wire of 16th inst. in the *N. C. D. News* says:—Information has been received here that the Russian transports *Rosin Castle*, 2,625 tons net, *Dunally Castle*, 2,636 tons, and *McPherson*, 2,695 tons, which were purchased by the Russian Consul at Kiel and sent to the Cape early in April with coal and provisions, arrived at Cape St. James (Indo-China) on the 10th inst. The *McPherson* had been damaged by stranding at the entrance to Mozambique, but continued her voyage after temporary repairs had been effected.

A UNIQUE PRESENTATION.
A very interesting and purely Chinese ceremony took place on the afternoon of the 14th inst. on the Hamburg-American Line str. *Loosungann*. Amidst much firing of bombs and crackers, four of the chief members of the Shipping Guild here, namely, Kwong Tuck-tai, Yip Yee-kong, Kwong Sin-ying, and Yin Kye-hong, visited Captain Kalkofen, and after commending the very successful way he had completed many voyages to Canton they presented him with a very beautiful silk flag, begging him to honour them by flying it on special occasions. The flag is triangular in shape, measures six yards in length and has woven on it in Chinese all Captain Kalkofen's various virtues and great popularity, both with the foreign and Chinese residents of Shanghai. Captain Kalkofen has now been two years in command of the *Loosungann*, and by his quick and successful passages between Shanghai and Canton, he has rapidly brought his vessel to be the favorite one for the Chinese merchants to travel in and ship by, as is shown by the unique presentation given him.—*N. C. P. News*.

23rd inst.
Sergeant Pitt charged the master of the steam launch *Kwai Sang* with maintaining no light on board between sunset and sunrise in the waters of the Colony on the 21st inst. He was fined \$5.

THE "INDRADO'S" CRUISE.
Remanded from yesterday the case in which eleven Malays and one Chinese, members of the crew of the *Indrado*, were charged with refusing duty on board that vessel in the waters of the Colony, was resumed before Mr. G. N. Orme this morning. The men remained on board, and were sent to one month's hard labour each.

Captain Jackson, of the s.s. *Laurier*, which arrived last evening from Saigon, with a cargo of rice for Hongkong, reports that when leaving Saigon there were about 20 colliers and two volunteer fleet vessels there. When he arrived at Cape St. James he saw a converted cruiser, with three funnels and two masts. It was believed to be the *Kanban*.

CAPTURED STEAMERS IN JAPANESE GOVERNMENT SERVICE.
Of the merchant steamers which have been captured by the Japanese Navy since the commencement of the war, and adjudged lawful prizes by the Prize Courts, ten have been placed in the Japanese Government service. The new and old names of these vessels are as follows:

Karakasi-maru	Ekaterinoslav
Sashigamaru	Russia
Rashu-maru	Argun
Kwanto-maru	Manchuria
Manshu-maru	Manchuria
Chosan-maru	Fuping
Roketsu-maru	Georgi
Shibetsu-maru	Severus
Angawa-maru	Angara
Sakaki-maru	Kazan

"ALICANTE" COLLISION.
The captain of the Spanish steamer *Alicante* has been found to blame for the collision between that vessel and the *Albenga* eleven days ago, the findings of the Board being approved by Collector of Customs Shuster. The accident happened as the Spanish mail steamer was coming inside the breakwater, and the German steamer *Albenga* was anchored near the entrance to the inner harbour, inside. The bow of the *Alicante* struck the starboard bow of the *Albenga* and tore a hole through her name and demolished the awning frames and rail. The only damage sustained by the *Alicante* was the destruction of her figurehead and some of her forward rigging. The findings of the marine board put the blame upon the captain of the *Alicante*, as he was on the bridge and the vessel of the *Albenga* could not possibly have avoided the collision, as she was anchored. However, it appears that the harbour master warned the *Albenga* to change her anchorage as her location was dangerous to herself and other vessels. The officers of the *Albenga* did not comply with the instructions of the harbour master, so blame also attaches to the officers of the *Albenga*. In the opinion of the board, the chief officer of the *Albenga* deliberately lied when confronted with the harbour master and asked if he had not been cautioned to shift his anchorage.—*Cable News*.

COLLISION IN HONGKONG.

CARELESS MASTER'S CERTIFICATE SUSPENDED.

30th inst.
In the Marine Court to-day—before the hon. Captain L. A. W. Barnes-Lawrence, R.N.—an inquiry was conducted into the circumstances attending the collision of the British steamer *Shun Lee*—Mr. John J. Ewing, master—and the steam launch *Hung On*—Kwok Tai, master—on the morning of the 13th inst.

According to the evidence given by Captain Ewing the *Shun Lee* entered the western end of the southern fairway at 3:15 a.m., and when approaching the wharf of the French Canton steamer he saw a green light about two points on the port bow. He gave one short blast and pointed the helm; the launch answered with two blasts and the *Shun Lee* replied with one. They were about 50 yards apart at this time and to avoid danger the *Shun Lee* reversed the engines when it was seen that the launch was making no steps to keep clear. It was too late to avoid a collision; then, however, the *Shun Lee* struck the launch on the starboard side towards the wheel house. The vessel's engines had been reversed for some two minutes so that they had really no way on.

Kwok Tai, the master of the *Hung On*, said that when he blew two short blasts he meant that he was porting his helm, and he believed the *Shun Lee* was doing the same. When he saw the red light he stopped the engines and went astern, but a collision could not be avoided.

A seaman on the *Hung On* said the helm was starboarded and not ported. He generally corroborated Captain Ewing's story. The Court held that Kwok Tai was to blame for putting the helm the wrong way and tempting to pass the *Shun Lee* instead of astern. The licence of Kwok Tai would be suspended for three months.

THE "JORDAN HILL" AGAIN.
21st inst.
Frank Horn, a seaman on board the *Jordan Hill*, was charged with refusing to obey the orders of Captain Kenally on board the vessel on the 20th inst.

The master of the *Jordan Hill* said that defendant was an able seaman on board the ship, and had signed on in November last for three years. Yesterday morning he asked witness to pay him off, but this witness declined to do. The man then said if he would not do that he could send for the police. He refused to work any longer. Defendant said the chief officer of the ship said they would "fix" him if he returned on board, so he refused to go.

His Worship: You must either go on board, or I must punish you.
Defendant: I will not go on board. The Captain promised to discharge me.
His Worship: You will go to gaol for three weeks' hard labour.

REFUSING DUTY.

A SENSELESS CREW.

32nd inst.
Captain Eisterbrook, of the s.s. *Indradra*, charged ten Malay and one Chinese members of the crew with refusing duty on the 21st inst. in the waters of the Colony.
The facts of the case, as related by the captain, were that at 8 a.m. yesterday the defendants refused to work, and asked to be paid off. An hour after they were again asked if they would turn to, but they still refused, and the captain then hoisted the police flag and gave them in charge.

The men stated that they did not want to work on the ship.
His Worship said that if they refused to go back to work they would have to go to gaol for three weeks. They replied they were ready to go to gaol in preference to returning to the ship. They had no particular complaint to make against the ship, but they wanted to get out of her.

His Worship said if they went to gaol they would not be allowed to remain in Hongkong when they came out, but would be shipped off at once. They said they would go to Singapore immediately they came out of gaol.

His Worship remanded the case till tomorrow in order to consult the Harbour Master regarding it.

PROPERTY SALES.

19th inst.
At the offices of the Public Works Department this afternoon the letting by public auction was put up for sale of a lot of Crown land near Magaz de Gap for a term of 75 years. This lot is registered as Garden lot No. 24, contains 7,800 square feet, and carries with it an annual Crown rent of \$18. The upset price was \$300.

There was no competition, and the lot was knocked down to Mr. Duncan Clark, whose property it adjoins for \$410. Mr. Clark intends to use the lot for a lawn tennis court.

This afternoon Messrs. Hughes and Hough, under instructions from the Trustee in Bankruptcy, put up for sale by public auction the leasehold property known as Nos. 1 and 2, Pak Tze Lane, registered in the Land Office as the remaining portion of Section 'C' of Island Lot No. 62, held for a term of 999 years from the 7th day of February, 1857. The annual proportion of Crown Rent is \$17.81; the area 1,516 square feet or thereabouts, and the property is let for \$95 a month.
Mr. John Hastings was vendor's solicitor.
Bidding was very slow, and the lot was eventually knocked down for \$6,100 to Mr. J. R. Michael.

HISTORIA RECREATION CLUB.

REPORTS OF THE SUB-COMMITTEES.

The annual general meeting of members of the Victoria Recreation Club will be held in St. Andrew's Hall, City Hall, on the 29th inst. at 5 p.m. The reports of the sub-committee have been issued, and from them we gather the following information:—

BOAT-HOUSE SUB-COMMITTEE.

The sub-committee are glad to record that considerable interest was taken in rowing during the last season and good entries were accordingly received both for the regular races at the Annual Regatta and the scratch events. The notable feature was the marked improvement in form displayed by several rowing members and it is hoped that, together with the keenness, will be maintained.

The various boats and oars have been overhauled from time to time during the period under review and are now in good working condition. The new combined pair-oar and double-scull boat *Lily* has proved herself a very satisfactory little craft and a useful augmentation to the Club fleet. A new light "four" has been ordered from Clasper, London; and as the Hongkong Boat Club and Canton Rowing Club are both being supplied with similar boats by the same builder, future inter-club racing will be put on a more interesting footing.

The cordial thanks of the club are due to Mrs. Barnes-Lawrence for kindly presenting the prizes at the Annual Regatta.

BATH-HOUSE SUB-COMMITTEE.

The bath-house has maintained its popularity with the members, greater interest than ever having been taken in this part of the club in spite of its unfavourable situation.

The annual aquatic sports were held on the 5th, 6th, and 7th September, the hearty support rendered by the public being much appreciated. The long distance championship of the Colony was won by Mr. J. W. Nicholls, the 200 yards championship of the colony by Mr. C. J. Cooke, and the 100 yards championship by Mr. O. Humphreys.

The best thanks of the club are due to Mrs. Barnes-Lawrence, for kindly presenting the prizes at the close of the aquatic sports.

GYMNASIUM SUB-COMMITTEE.

The committee beg to report that this Department, equipped with a full set of gymnastic appliances, and under the management of the club, but they regret to note that members have practically made no use of them. In fact, the gymnasium has been used more for getting out of, than into, training, three well-attended smoking concerts having been held there on the 6th February, 30th April, and 15th October. Probably more use will be made of this department when the club premises are removed to Hongkong; this at any rate is the hope of the committee, who at present could not recommend expenditure at all on this department.

CANTON-KOWLOON RAILWAY.

REPORTED CHINESE OPPOSITION.

A telegraphic dispatch from Peking reports that the Shantung and the Waiwupai have received telegrams from a large number of influential merchants and gentlemen of Canton and cities between that and Kowloon, strongly opposing the desire of a certain British syndicate to build a line between the two points, and claiming that the work should be done by Chinese capital alone.—*N. C. D. News*.

TOBACCO IN CHINA.

The United States Consul at Hangzhou has been sending long reports on business in China to his Government. In the course of one of these he states that the tobacco trade of China at the present time is in a critical stage and needs to be watched by American interests. Because of the comparatively large sum of money expended upon tobacco in its several forms, the Chinese authorities have naturally turned their attention to the trade with a view of keeping as much of it as possible at home. It is a well-known fact that they are attempting to bring more land under cultivation in tobacco, and that they are succeeding in their attempt to suppress the foreign product. The increasing purchasing power of the Chinese people is likely to be shown as quickly in tobacco as in anything else. There are a number of changes in the course of the tobacco trade in China in the past three years or so which merit special attention. The figures on the importation of foreign tobacco do not promise a great deal for American tobacco interests. This, however, is not to be taken as indicating too much. The importation of foreign salt and prepared tobacco has ceased altogether. Generally speaking, the figures and other facts indicate that the Chinese are commencing to improve their grades of tobacco and their methods of handling it. The cigarette factory at Shanghai, now owned very largely by Americans, has much to do with the change. This enterprise is likely to have large influence on the tobacco business in China. At present it is a very American tobacco to a great extent, but expert American tobacco men are there with the purpose of adapting Chinese tobacco to its use by treatment of the leaf to remove some of the rank qualities. The change, which is likely to come in a short time, will be important. The concern which controls the foreign tobacco trade in China (the British-American Tobacco Company) last year imported about \$4,000,000 Mexican (about \$1,800,000 gold) worth of tobacco and tobacco goods. Some of this came from Japan, probably about \$100,000 worth; and most of it came from the United States. Now that the Japanese Government has taken over the tobacco business in Japan as a monopoly, the importation from that country into China for the time being has practically stopped.

AN ECHO OF THE FIGHT.

A RUSSIAN SURRENDER.

The following account of the events which led up to the surrender of Admiral Nebogoff is supplied to the *Telegraph* by a Staff officer of the Admiral, who is now a prisoner at Sasebo:—
"In the course of the fighting on May 27th, the Russian fleet was thrown into confusion, and at night it was dispirited by the torpedo attacks. The third squadron under Nebogoff collapsed that it would be in vain to continue the fighting any longer against so strong an enemy, and it was decided to run to Vladivostok with all speed. In the darkness and disorder the squadron had lost its bearings, and the only course now to be taken was to get into touch with Korea or find an island. An order was given by the Admiral for the vessels to do their utmost to discover land, and immediately report to the flagship. Presently a report was received from the *Jaumrud*, and the Admiral headed the 'squadron' in that direction. The report was soon followed by another saying that the land in sight was Ulleung Island, and the position of the squadron was then ascertained. Encouraged by this discovery, Admiral Nebogoff steamed on, and when turning round the

island, to our great surprise a strong Japanese squadron came in sight. Admiral Togo's flagship was in the van, the *Nitshin*, flying the flag of Admiral Mitsuharu, bringing up the rear. The Japanese proved too strong to be fought, and Admiral Nebogoff resolved to surrender. His staff and the commanding officers of all his ships agreed without a dissenting voice. At this moment the cruiser *Jaumrud*, which is of very high speed, dashed out and escaped."

TOGO'S CONVICTION.

The officer says Admiral Togo accepted the offer to surrender without hesitation, and invited Admiral Nebogoff to his ship, the *Albatross*. He was shown to the cabin of the Japanese Commander-in-Chief, and there the ceremony of surrender was gone through. Upon the conclusion, Admiral Nebogoff opened a general conversation and remarked:—"I am astonished by the excellence of your plan of operations and tactics, and cannot help admiring your professional ability." How did you come to conclude that we were going to pass through Tsushima Straits? Admiral Togo smiled and replied:—"You circulated different reports, hinting that you were coming by way of Soya or Tsugaru Straits, but I had a firm conviction that you were resolved to force a passage through Tsushima Straits. The present is the foggy season at Soya or Tsugaru, and no one who has the least knowledge of the navigation would be so imprudent as to attempt to pass with any large fleet through such dangerous waters. I was convinced that you were circulating these reports with a view to deceiving me." Admiral Nebogoff seemed surprised at the reply of Togo, and then spoke of the destructive power of the Japanese shells, mentioning that the strong armour of the battleship *Nicot II* was perforated by every shot sent by the Japanese 12-inch guns. Nebogoff admitted that he had not the slightest idea that the fire would be so powerful. Admiral Togo smiled again, and merely replied "Is that so?" The conversation then ended.

WORK OF THE TORPEDO-BOATS IN THE NAVAL BATTLE.

An interesting account of the operations of the first torpedo-boat flotilla in the Japan Sea naval battle is published in vernacular contemporaries. It is given by a Japanese officer who was present in the battle, and is to the following effect:—

The first torpedo-boat flotilla, under the command of Lieutenant Kikuda, consists of four boats—"No. 67" (Lieutenant Nakamura), "No. 68" (Lieutenant Terakura), "No. 69" (flagship), and "No. 70" (Lieutenant Nango). The whole under the command of the Yokosuka Port Admiralty. The flotilla left Sasebo for active service on February 6th last, and took in the blockade of Port Arthur, the battle on August 10th last off Port Arthur, and again in the late engagements, each time rendering most valuable and distinguished service. In the last battle "No. 69," the flagship, was lost.

The flotilla proceeded from Katsumoto, Iki Island, to the base of the naval outlook tower on May 26th, when very high seas were running, reaching the destination at about 9 o'clock that evening. At about 7 o'clock on the following morning the flotilla received information that a Russian squadron consisting of 22 ships was in sight near Quelpart Island, steaming north-eastward, and the flotilla immediately got under weigh and took its place in the line, following the cruiser squadron. Soon afterwards a signal was given from the outlook tower announcing that the enemy was just passing the Eastern waterway. A few minutes after 2 p.m. a further signal was received to the effect that severe fighting was in progress in the vicinity of Okinoshima, and the flotilla was ordered to proceed to the island.

Contrary to expectation, the island was found to be quiet there, not the shadow of a warship was to be seen, nor was there any sound of firing. A few minutes later a further signal was received, reporting that fighting was in progress 16 miles north of the island. Thereupon the flotilla, led by "No. 69" and with "No. 67" at the rear, darted off, as directed by the signal, to find the fighting at its height, the flashes from the guns from both sides being distinctly observed. The Russian battleship *Orel* and the service boat *Kamchatka* were found to be within the focus of the Japanese fire, and when the flotilla arrived they were already disabled, and all manner of wreckage, such as bedding, tables, &c., strewn the sea. The battleship *Borodino* was ablaze, and against this vessel the flotilla at once discharged two torpedoes, which proved the finishing stroke. Night having fallen, fire temporarily ceased, but the torpedo-boat flotillas received orders to make an attack. All the boats started out, but the night was pitch-dark and nothing could be seen, it being impossible to distinguish the Japanese ships from those of the enemy. There was, therefore, some hesitation. The Russian ships, however, blazed forth their searchlights, probably with a view to guarding against the Japanese torpedo attack. Thus the Russians inadvertently showed their positions. By the searchlights, the Russian ships were found to be lying in disorder as the result of the hard blows received in the course of the fighting during the day. "No. 68" was ordered to attack the battleship at the extreme left of the Russian line, and the boat plunged through huge waves. The Russians directed their searchlights upon the little craft and volleyed their 12-in. quick-firers and smaller guns upon the boat. Despite this, "No. 68" pressed on and closed to within 200 metres of the object of the attack, when it sent in two torpedoes, which finished the range. The Russian fire became more rapid than before, and shots fell around the boat like hail, six of them piercing the side of the boat, while two men were killed and another severely wounded. Subsequently another shot blew an engineer's boatwain to pieces and killed another man and wounded two others. The fire smashed the compass stand, and the chart was damaged. Happily the commanding officer escaped unhurt. "No. 68," which has its boiler slightly damaged, could remain no longer and was obliged to withdraw. On the way the steam failed, and the boat had to remain stationary for about an hour while the steam-pipe was repaired. Meantime the enemy poured their fire upon the helpless torpedo-boat, but all on board worked hard and they managed to fill every hole made by the enemy's shots and so saved the boat from sinking. The enemy subsequently turned the searchlights upon other boats which were now making attacks, and this gave a chance to "No. 68" to get out of danger. It was about 10 o'clock on the morning of the 28th when she reached Takeshiki.—*Japan Chronicle*.

MEDICAL SCHOOL FOR THE STRAITS.

At a meeting of the Legislative Council, at Singapore, the Attorney-General moved the first reading of the Straits Medical School Bill, to provide for the establishment of a School of Medicine at Singapore. Nobody he said would object to the principle of the Bill, which had for its object the institution of a school for the teaching of medicine, surgery and midwifery. It was intended to remedy to a great extent the most serious state of things existing

in the Colony in regard to these things. So far as medicine and surgery were concerned, Europeans got on very well. But there was a great mass of the population here, especially of the Chinese who had no confidence in European methods, whose lives were liable to many diseases and accidents and who had practically no doctors of their own and in regard to whom gruesome tales of suffering from ordinary hurts which any dresser from a hospital would have been able to cure at once but which often led to great torture and a lingering death. They trusted that the School would bring forward a number of doctors, especially Chinese, who would be just as capable of learning and subsequently of treating their people as European doctors.

The motion was adopted.

TANJONG PAGAR.

INTERESTING RUMOUR FROM KUALA LUMPUR.

The *Malay Mail* states:—"There is a report that Mr. C. E. Spooner, C.M.G., may be transferred from these States to take charge of Tanjong Pagar Docks. Mr. C. E. Spooner has probably done more good work for the F.M.S. than any professional man who has ever been here. His departure would be a very serious loss. His wonderful energy and enthusiasm are almost unique, even in such a keen and capable service as that of the F.M.S. The departure, too, of Mr. Spooner from a circle where he has for so long been such a leading and popular spirit would also be viewed with much regret."

The *Straits Times* says that this report does not seem compatible with the fact that Mr. Nicholson remain in managerial charge for the next three years. It may mean, however, that Mr. Spooner is to be appointed to the chairmanship of the Port Trust.

INTERESTING NEWSPAPER CASE.

PROFESSIONAL SECRETS.

An interesting journalistic case is before the Court of Justice at Samarang. The *Levensmit*, a newspaper there, published a short time ago, an article on army matters. The Government considered that military secrets had been made public therein, and decided to prosecute the writer. Mr. Vierhout, the editor of the paper, was officially asked for the name of the writer with a view to bringing him into Court. Mr. Vierhout refused to give the name on the ground that it was a professional secret which he could not reveal. The Court then held that there was no such thing as a professional secret in journalism. Mr. Vierhout was again asked for the name which he again refused to give on the same ground. Upon this he was committed to prison. At the date of last notices he had not finished. This has caused a great sensation among journalists in Java. They approve of Mr. Vierhout's action, and have appealed to journalists in Holland to uphold him in refusing to disclose the name, given to him in confidence. The Court meanwhile has ordered him to be kept in prison until the name is revealed. Mr. Vierhout holds that the prosecution should be directed against him for inserting the article, and that he should not be forced to reveal the name of the writer. Journalists throughout Java have applied to the High Court of Netherlands India for redress. While reserving further action in the matter, they ask the High Court to take the editor's view by directing the lower court to prosecute Mr. Vierhout for publishing the article, and not to compel him to disclose a professional secret.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks ... 380 3/4
National Banks ... 37 1/2
Union Insurance ... 695
China Traders ... 70 b.
Canton Insurance ... 317 1/2 b.
Hongkong Fire ... 32 1/2
H. C. & M. Steamships ... 27 sa. & s.
Indo-China ... 100 s.
China Sugars ... 35 1/2 s.
Luzon ... 215 sa. & s.
Raub ... 31 s.
Ducks ... 19 1/2 b.
Kowloon Wharfs ... 95 s.
Farnham ... 158 b.
Hongkong Land ... 12 s.
Hongkong Hotels ... 142 s.
Humphreys Estates ... 12 1/2 s.
Ewo Cottons ... 40 b.

WEEKLY SHARE REPORT.

In their report of 23rd inst., Messrs. Benjamin, Kelly and Potts state:—
The dullness mentioned in our last report has prevailed during the past week; the market has been entirely lacking in vitality, and prices, with few exceptions, have had a tendency to drift downwards.
Banks.—Hongkong and Shanghai Banks have ruled firm throughout the week and sales at \$30 1/2 and \$30 3/4 have been effected. The market closing with inquiries at \$30 1/2. According to Reuters, the quotation in London has further improved to 284 1/2. There is no business to report in Nationals.
Marine Insurance.—After sales at \$520, Cantons have receded to \$317 1/2, at which rate shares are in demand. China Traders have been in strong request and after sales at advancing rates are required for \$7. Union is wanted at \$695.
Fire Insurance.—China Fires are easily found and are offering at 87. Hongkong Fires have been done at \$302 and close steady.
Shipping.—Hongkong, Canton and Macao Steamships have been sold and close with few sellers at \$37. Indo-China have further declined to \$100 and may be obtained at the rate. Douglas Steamships are quiet at \$35 and China and Malacca continue on offer at \$31. Star Ferries are neglected at \$35 (old) and \$37 (new). Shell Transports are obtainable at 22 1/2. Shanghai Tugs (ordinary) have been sold at \$15. 61, and there are buyers of the preference shares at \$15.
Refineries.—China Sugars have again been booked at \$215 and further shares are procurable. Luzon are in the market at \$31 without finding purchasers, and Perks are reported sold at \$17. 70 and \$17. 71.
Mining.—Chinese Engineering can be placed at \$14. 750, and Raubs are in demand at \$14.

Docks, Wharfs, and Godowns.—Hongkong and Whampoa Docks ruled weak early in the week and were sold at \$150, but later a demand set in and the market has since improved to \$152, at which price, shares have changed hands. Farnham have declined since the publication of their annual report, and have been disposed at \$158. Including the amount brought forward from the previous year, the net profits for the twelve months ended 30th April last amount to \$15,324. 1/2. After allowing for an interim dividend of \$15. 5 per share on 55,000 shares paid on 6th January, 1903, which absorbed \$1,276,000, there re-

mains the sum of \$15,324. 1/2 which the Directors propose to distribute, viz.:—To pay a final dividend of \$15. 5 per share (absorbing \$1,276,000), and \$15,000 to Reserve Fund (which will then stand at \$15,000,000), and carry forward to new account the balance of \$15,324. 1/2. Owing to the report that a certain local firm have purchased from the Reclamation Company a large tract of land in Kowloon Point for the purpose of building wharfs and godowns shares in the Hongkong Wharf and Godown Company, Limited, have further depreciated in value, but close with buyers at \$95. For some unassignable reason, Shanghai and Hongkong Wharfs have experienced a sharp decline, and shares have been sold at \$15. 180.

Lands, Hotels and Buildings.—Hongkong Lands have weakened to \$120, and are obtainable, as it is rumoured that the interim dividend about to be declared will be a very poor one. We understand that the Company is interested in the above sale of land by the Reclamation Company. Shanghai Lands are inquired for at \$121. Astor House Hotels have been placed at \$31, \$32 and \$33, and Hotel des Colonies are wanted at \$143. Hongkong Hotels can be obtained at \$143. Humphreys Estate are to be had at \$121.

Cotton Mills.—Ewos have further improved, and are asked for at \$15. 40. Internationals are firm at \$15. 36, and Lau-Kung-Mows have changed hands at \$15. 40. Hongkong Cottons are still in the market at \$11.
Sugar Factories.—Sumatras are weaker, and have been rated with \$15. 69 and \$15. 68. Miscellaneous.—Green Island Cements have been placed at \$163 and \$164, for the old and new shares respectively. China Bencos have changed hands at \$12. Electric have found buyers at \$17 1/2, for the old and \$14 1/2, for the new shares. Ices are offering at \$24 1/2. Langkats have been disposed of at the slightly reduced rate of \$15. 217 1/2.

SHANGHAI SHARE REPORT.

The following resumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report published on the 15th June:—

The business of the week comprises large sales of Indo-China at fluctuating rates, at the close shares are offering at \$15. 72 1/2 for cash. In Farnham Blyds the tendency until to-day has been downwards, but there is now a firmer feeling existing which has slightly strengthened rates. Langkats are quiet and close at \$15. 180. Shanghai and Hongkong Wharf shares are firmer with buyers. Outside these stocks there is little of importance to record. On London the demand rate is to 2/7 1/2. From Hongkong 3 days' sight is quoted 7 1/2. Consols 200 13 1/2.

Wharves.—Shanghai and Hongkong Wharf shares have been sold at \$15. 187 1/2 cash. For June and July sales at \$15. 190 are quoted. September shares have changed hands at \$15. 17 1/2, \$15. 194, and \$15. 193. The godowns are all full, and it is difficult to accommodate the incoming cargo.
Shipping.—Notwithstanding the protest of signatories owning over 10,000 shares, the directors of the Indo-China S. N. Co. have negatived the proposal to increase the dividend of 1/2, and great indignation is felt in the Far East. The profits aggregate 4,580,000 net £125,000 as wired here, and extra amount is appropriated to underwriting account. The market hovered between \$15. 75 and 76 and then fell; to-day shares have been sold at \$15. 71. At this price there

Produce having become cheaper in Newchwang, some inquiry has cropped up for tonnage to load for Southern ports, but actual charterers are so far not reported yet.

Coal Freight:—As anticipated the Japanese authorities have not delayed long in taking off the restrictions against the export of coal, and chartering has become practically again. Two settlements are reported locally, business having been done from Moiti to this at \$1.50 and from Kuei to this at \$2.25. Authentic opinion seems unanimous, that the present scarcity of coal will last well over the year, a circumstance which would make prospects of chartering operations on any large scale appear rather dim for some time.

On monthly basis two steamers have been taken up as per list of settlements, both being intended for special trade.

Sail Freight:—British bark *Lawhill* has been chartered elsewhere to load for Baltimore and New York.

Sail-Tonnage loading or to load:—For Baltimore and New York. American ship *A. G. Roper*, arrived 16th March. British bark *Lawhill*, arrived 3rd June.

Disengaged:—British ship *Decan*, 1,835 tons. British bark *Jordanhill*, 2,175 tons. British ship *Scottish Hill*, 1,994 tons. British ship *Comitabank*, 2,154 tons. British ship *Sierra Lucena*, 1,621 tons. British ship *Transvaal*, 2,200 tons (left May 31st for Port Angeles, but was towed back June 8th after having been aground in Harlem Bay).

RAUB.

A STRIKE DEEP DOWN.

The General Manager at Raub reports that in the Cross-Cut from the Bukit Koman Shaft at the 440 level, a well-defined gold bearing lode has been cut. Width of lode is from 4 to 4 1/2 ft. and assay value 6 dwits per ton. This discovery is in what is as yet the deepest workings at Raub.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	100/10
Do. demand	100/10
Do. 4 months' sight	100/10
France—Bank T.T.	235/
Do. demand	235/
Do. 4 months' sight	235/
Germany—Bank T.T.	100/10
Do. demand	100/10
Do. 4 months' sight	100/10
India—Bank T.T.	71/
Do. demand	71/
Do. 4 months' sight	71/
Japan—Bank T.T.	52/
Do. demand	52/
Do. 4 months' sight	52/
Java—Bank T.T.	112/
Do. demand	112/
Do. 4 months' sight	112/
4 months' sight L/C.	110/13/16
6 months' sight L/C.	110/13/16
30 days' sight San Francisco & New York	45/
4 months' sight do.	45/
30 days' sight Sydney and Melbourne	111/1/16
4 months' sight do.	111/1/16
4 months' sight France	235/
4 months' sight Germany	100/10
4 months' sight India	71/
4 months' sight Japan	52/
4 months' sight Java	112/
Bar Silver	27 1/16
Bank of England rate	21 1/2
Sovereign	10/66

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	Per picul 1,140
Old	1,150
Older	1,230/1,250
Oldest	1,340
Patna New	Per chest 1,122
Benares New	1,080
Persian (Paper)	780/10

LOCAL AND GENERAL.

The retiring American Consul-General at Yokohama, Mr. E. C. Bellows, was presented on the 9th by his American friends at the port with a large silver bowl.

Captain Luis Yangco, is ashore on the Bataan coast, Philippine Island, about five miles from Mariveles and will probably be a total loss.

H. E. THE Governor has appointed Sergeant-Major H. W. B. Kennet, Sergeant J. S. Gubbay and Gunner J. T. Hayton, to be and Lieutenants in the Hongkong Volunteer Corps, with effect from 19th inst.

THE Colonial Secretary has received a telegram from the Consul-General at Bangkok, stating that owing to the renewal of plague at Hongkong vessels arriving at Bangkok must complete nine full days before entering.

In the case in which Tang Fuk, ex-coroner's clerk, and third clerk at the Magistracy, was brought for trial at the Sessions, charged with the embezzlement of \$50, the jury returned a verdict of "not guilty," and the prisoner was at once discharged.

MR. MUN YOW CHUNG, consul-general for China at Manila, has been succeeded by Mr. Su Yu Tchu, and is to leave Manila in a few days for China to take station at Tientsin where he will be connected with the Waiwupu, or Chinese bureau of foreign affairs.

FIVE Chinese coolies have been buried alive by a landslide which occurred in the Kallang Tunnel at Singapore the other morning. A Mr. Cunio, the European officer on duty at the time, and a relief gang had a narrow escape owing to a second slip occurring.

THE British Minister has informed the Waiwupu that at the West River and other waterways in Canton there are many pirates and that Viceroy Tsen Chun-huan and General Li shall take steps to suppress and control them.—*The Universal Gazette*.

CAPT. Stewart, of the China Merchants s.s. *Chiyuen*, from Shanghai, reports that on Saturday the ship passed a Japanese squadron consisting of two armoured cruisers and two torpedo boats off Wenchow, some 50 miles from Hongkong. The ships were steering a northerly course.

SINCE the beginning of January, 167 cases of plague have been notified to the sanitary department. Of these 158 have ended fatally. During the forty-eight hours ended at noon to-day, five fatal (Chinese) cases were reported. Last week there were 25 cases and 26 deaths. Two of the cases were imported from Canton.

THE chief event of the season at Foochow and one which aroused considerable attention and interest, says the local *Echo*, was the wedding of Mr. J. P. Mackintosh, of the Hongkong Bank, Amoy, and Miss Elsa Drew, the elder daughter of our most respected Commissioner of Customs, Mr. E. B. Drew, which took place on Thursday, the 8th inst.

WE learn from the report of the Government Bacteriologist that, just as in the case of small-pox, cholera is endemic in Southern China. In Canton, this is especially true. The annually recurring outbreaks of the disease in Hongkong are due to successive introductions of the infection from Canton and the surrounding country.

In the case in which 'N' Ngan-Sun sued Wai Lai Tong for \$241.28, Mr. P. W. Goldring appearing for the plaintiff and Mr. F. X. d'Almada for the defendant, the former applied to the Puisse Judge this morning for leave to withdraw the suit, the money at issue having been paid. The application was granted.

"THE YELLOW DRAGON" for June has been issued, and will undoubtedly prove a popular number, as in addition to quite a number of useful items Dr. G. H. Bateson Wright has contributed some particulars of the staff at Queen's College. The frontispiece is a reproduction of a photograph of a group of the masters at the College.

VICE-GOVERNOR Ide, secretary of finance and justice, in the Philippines, has issued a statement of the currency movements for the month of May. It shows a decrease of P88,739.73 during the month in amount of currency in circulation in the islands. This is accounted for, however, by the amount of exchange on New York that has been purchased.

THE discussion of the matter of the official language by the Bar Association of Manila resulted in a resolution asking the Philippines Commission to repeal the law making English the official language after January 1, 1906, and to make an amendment allowing pleadings to be filed in either language, to be followed, within 30 days, by a translation into the other language.

THE annual recurrence of epidemic small-pox will continue in Hongkong until China recognises the importance of affording provision of the means for general vaccination and revaccination, says Dr. W. Hunter, in his report for 1904. Small-pox is one of the commonest diseases in China, and its spread is said to be due largely to the practice of variolisation, which is still performed by inserting a pledget of small-pox crusts into the nostrils.

ACCORDING to a Peking telegram of 16th inst., Mr. Rockhill, the new U.S. Minister to Peking, accompanied by his secretary and interpreter, paid a visit to the Waiwupu and then to the Board of Revenue on the 13th instant and had an interview with the high officials of the two Boards. The Minister inquired of them regarding the establishment of banks and also about Professor Jenks who had been in China in connection with the matter of the gold standard in China.

TWO cases were set for hearing in the Summary Court on Monday, but after His Lordship, Mr. Justice Wille, had been seated some time, and no parties to either suit putting in an appearance, the cases were ordered to be struck off. In adjourning the Court His Lordship remarked that presumably the cases had been settled, but that was no reason why he should not have been informed, and under such circumstances as these if legal representatives in cases set to come before the Court at stated times neglected to put in an appearance, "they really ought to pay the costs themselves."

AT the Supreme Court on Monday, before the Puisse Judge (Mr. A. G. Wise), the Yue Hop firm sued the Yue Hing firm for \$867.87 for goods sold. Judgment was given for plaintiffs with costs. According to the report of the Registrar, Mr. P. W. Goldring, of Messrs. Bruton, Hett, and Goldring appeared for the plaintiffs, and Mr. F. X. d'Almada for the defendant. Mr. d'Almada asked that both parties pay their own costs as the case had been brought somewhat prematurely. This Mr. Goldring opposed, and His Lordship said he did not see any reason to give judgment other than according to the Registrar's report. Judgment accordingly.

GREAT activity was noticeable at Shanghai on the 12th inst. on board the cruiser *Atsuta*, Word was passed that the vessel was to clear for action. All spare deck gear was stowed away, which occupied a considerable time. When all was ready a bugle call sounded and the bluejackets promptly took up their stations at the various guns assigned to them. All topmasts were withdrawn, and the broad-side guns were trained at right angles to the ship's side, those on the starboard pointing directly at our office. The men were put through other warlike drill and at night the searchlights were tested.—*N. D. C. News*.

A CORRESPONDENT writes to say that a large gathering of the Parsee Community was present at the Parsee Club on Saturday evening at a dinner given by the community to three well known Parsee merchants on the occasion of their departure from the Colony on Wednesday next per s.s. *Empress of Japan*. They are Mr. Hormusjee Ruttonjee, the well-known store keeper and the proprietor of the "Occidental Hotel," Mr. Hormusjee Cawajee Gotta, the proprietor of Messrs. P. D. Gotta & Co., and Mr. Merwanjee Nanabhai Mehta, the proprietor of the firm of N. N. Mehta. They are going to England via Japan and America and will return via India. Dr. Jehangir S. Khambata, L. R. C. P., M. R. C. S., presided at the dinner during which the health of the departing guests were drunk and eulogistic speeches made. The Club was prettily decorated for the occasion.

MR. R. F. DALY, familiarly known in Hongkong as "Dick Daly," has decided that it is useless to place any trust in the Canton-Hankow railway scheme, at least for some time to come. As most people are aware, he was engaged to cater for the inner wants of those who were employed on the railway, and it was confidently asserted a couple of months ago that the construction of the railway would begin in something rather less than no time. However, the negotiations for permission to commence operations are still hanging fire, and it may be months before the work actually begins. In these circumstances, Mr. Daly, who gave up a flourishing business in Hongkong in order to carry out his contract, has decided to seek pastures new. Shanghai, it seems, has no idea of the capabilities of a Grill-room under an experienced and popular manager, but that reproach will be removed very shortly from the Northern Settlement. Mr. Daly leaves by the *Minerva* in a day or two for Shanghai, where he will establish an up-to-date grill-room, where the "bucks" of Shanghai may be expected to congregate. It is probable that the new establishment will open in the Nanjing Road, but no matter where it is situated, it is anything like the same conditions are in force there—and it is stated that things will be done in Shanghai on a much bigger scale than was attempted in Hongkong—the success of the venture is assured. Many who knew Dick Daly in Hongkong will wish him every success in Shanghai.

Intimation.

A GRADUATE OF ENGLISH UNIVERSITY, with Several Years' Experience in TEACHING, would like to undertake suitable work. Present engagement expires at the end of this year.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FORRS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$250,000 }	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16—\$25.46 for second half-year 1904	5 % { 180 1/2 buyers (London 284)
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	5 % \$37
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$1,739 }	\$150,494	\$17 for 1903	5 1/2 % \$317 1/2 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,366 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	6 1/2 % \$70 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 317,119	Interim of 7/6 1904	8 % Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,800,000 \$20,000 \$372,749 \$393,110 \$348,773 \$37,704 }	\$2,078,997	\$35 for 1903	5 % \$695 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	{ \$700,000 \$37,704 }	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 % \$172 1/2
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$218,003 \$2,241 }	\$339,047	\$6 dividend & \$1 bonus for 1903	8 1/2 % \$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,505 }	\$360,322	\$34 for 1903	11 1/2 % \$302 1/2
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$185,000 }	\$8,832	\$1 for 1904	4 1/2 % \$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$185,419 \$250,000 \$500,000 \$158,444 }	Nil.	\$2 for year ended 30.6.1904	5 1/2 % \$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$158,444 \$205,000 \$210,000 }	\$26,160	\$1 for second half-year 1904	9 1/2 % \$27 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £205,000 £210,000 }	£5,853	10/- for 1903 @ 1/10 5/16—\$5.378	5 1/2 % \$100 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 43,763 }	Tls. 43,763	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 Tls. 1 1/2 final making Tls. 3 1/2 for 1904	7 1/2 % Tls. 61 sales Tls. 50 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 12,500 Tls. 17,500 }	£58,853	Interim of 1/- (Coupon No. 5) for 1904	7 1/2 % 22 1/2 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,116 \$24,217 }	\$929	{ \$1.80 for year ending 30.4.1905 \$5.00 }	4 1/2 % \$35 \$27
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$400,000 \$21,775 \$21,153 }	\$21,231	\$10 for 1904	8 % \$137 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ Tls. 125,000 Tls. 276,679 }	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 % Tls. 30
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ Tls. 100,000 Tls. 276,679 }	Tls. 6,190	Final of \$15 making \$20 for 1904	9 1/2 % \$31 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$400,000 \$100,000 }	\$22,812	\$3 for 1897	38 % Tls. 71 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$700,000 Tls. 100,000 }	\$85,987	Tls. 2 1/2 for year ending 30.9.04	38 % Tls. 71 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 1,635		
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 £100,000 }	£7,820	No. 3 of 1/6	58 % Tls. 7.80 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	{ \$1,000,000 \$18,116 }	G \$972,091	50 cents making G \$1 for 1904	58 % \$5 1/2 buyers
Poult Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 }	£4,029	No. 12 of 1/-—48 cents	58 % \$490
DOCKS, WHARVES & GODOWNS.							
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	8 1/2 % Tls. 150 ex d. b
DOCKS, WHARVES & GODOWNS.							
Farnham, (S. C.) Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$18,116 }	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	8 1/2 % Tls. 331
Fenwick (Geo.) & Co., Limited	6,000	\$25	\$25	{ \$150,000 \$100,000 }	\$8,577	\$3.75 for 1904	11 1/2 % \$95 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$2,000,000 \$250,000 }	\$29,422	Final of \$2 1/2 making \$5 for 1904	5 1/2 % \$95 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$33,500 }	\$49,280	{ \$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 % \$192 sales
Howarth Erskine, Limited	12,000	\$100	\$100	{ \$600,000 \$55,500 }	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	4 1/2 % \$270 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	{ \$360,000 \$150,000 }	\$49,936	\$1 1/2 for 1903	7 1/2 % \$245
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ \$600,000 \$150,000 }	\$49,936	{ \$10 div. and \$2 1/2 bonus for 1903 \$7 dividend }	6 1/2 % \$211 1/2
Do. (Preference)	2,750	\$100	\$100	{ Tls. 487,210 Tls. 59,880 }	Tls. 10,711	Final of Tls. 8 making Tls. 10 for 1904	5 1/2 % Tls. 180 sales
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 32,000 \$2,100,000 }	\$206,645	\$20 for 2nd half year making \$26 for 1904	6 1/2 % Tls. 192
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ Tls. 37,000 Tls. 17,500 }	Tls. 2,763	Tls. 18 for 1904	9 1/2 % \$29 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 250,000 Tls. 34,000 }	Tls. 806	\$2 1/2 for year ended 30.6.1904	9 1/2 % Tls. 140 sellers
LANDS, HOTELS & BUILDING.							
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 100,000 Tls. 8,000 }	Tls. 806	Final of Tls. 5 making Tls. 9	8 1/2 % Tls. 140 sellers
Central Stores, Limited	6,000	\$15	\$15	{ \$90,000 Tls. 8,000 }	\$1,502	Final of 60 cents making \$1.80 for 1904	8 1/2 % \$100
Do. (Founders)	123	\$15	\$15	{ \$1,845 \$12,000 }	\$1,502	None	6 1/2 % \$8 sellers
Do. (New Issue)	123	\$15	\$15	{ \$1,845 \$12,000 }	\$1,502	Preference of 7 per cent for 1904	6 1/2 % \$8 sellers
Do. (Founders)	123	\$15	\$15	{ \$1,845 \$12,000 }	\$1,502	Preference of 7 per cent for 1904	6 1/2 % \$8 sellers
Do. (New Issue)	123	\$15	\$15	{ \$1,845 \$12,000 }	\$1,502	Preference of 7 per cent for 1904	6 1/2 % \$8 sellers
MISCELLANEOUS.							
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$250,000 }	\$37,875	Final of \$6 making \$12 for 1904	10 % Tls. 17 1/2 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 22,500 Tls. 20,886 }	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	11 % \$105
Hotel Metropole Company, Limited	2,000	Tls. 25	Tls. 25	{ Tls. 50,000 \$200,994 }	\$11,958	90 cents for 1904	7 % \$124
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$50,000 }	\$3,377	\$3 for 1904	7 1/2 % \$400 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ Tls. 828,813 Tls. 170,000 }	Tls. 40,667	{ Tls. 3 final and Tls. 2 bonus making Tls. 5 for 1904	6 1/2 % Tls. 121 buyers
Shanghai Land Investment Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 1,200,000 Tls. 170,000 }	Tls. 670	Tls. 8 for 1904	10 1/2 % Tls. 47 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ Tls. 70,000 Tls. 67,300 }	Tls. 735	Tls. 5 for 1904	10 1/2 % Tls. 125 sellers
Tientsin Land Investment Company, Limited	7,716	Tls. 100	Tls. 100	{ Tls. 771,600 Tls. 67,300 }	Tls. 735	Final of Tls. 4 making Tls. 7 for 1901	5 1/2 % Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none Tls. 5,150 }	Tls. 5,150	None	5 1/2 % \$55 sellers
West Point Building Company, Limited	12,500	Tls. 30	Tls. 30	{ none Tls. 3,750 }	Tls. 5,150	Final of \$1.70 making \$3.20 for 1904	5 1/2 % \$55 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none Tls. 11,655 }	Tls. 11,655	Tls. 4 for year ended 31.10.1903	0 % Tls. 40 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ none Tls. 32,862 }	\$32,862	50 cents for the year ending 31.7.04	3 % Tls. 64 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 35,127 }	Tls. 13,629	Interim of 3 % a/c 1898	10 % Tls. 36 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 8,115 }	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	10 % Tls. 40 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 8,115 }	Tls. 22,050	4 % for 1897	10 % Tls. 180
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	{ none Tls. 24,820 }	Dr. P. 2,584	\$12 1/2 for year ending 30.6.1900	100 % \$100
Philippine Company, Limited	7,500	\$10	\$10	{ none Tls. 25,000 }	Tls. 1,091	First year	100 % \$91 sellers
Hongkong-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 % Tls. 68 sales
MISCELLANEOUS.							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none Tls. 161 }		First year	100 % \$125 sellers
Pell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ none Tls. 181 }	£161	6d. per share for 1903	5 % \$151 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none Tls. 181 }	\$1,181	\$3 for 1904	8 1/2 % \$30
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 30,000 }	Tls. 718	\$1 for 1904	8 1/2 % Tls. 51 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000 Tls. 30,000 }	Tls. 718	Tls. 5 for 1904	8 % Tls. 61 sales
China Light and Power Company, Limited	30,000	\$10	\$10	{ none Tls. 30,000 }	\$3,750	None	100 % \$375
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ none Tls. 30,000 }	\$1,518	\$0.50 for 1904	9 1/2 % \$151 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ none Tls. 30,000 }	\$2,700	\$2 1/2 for year ending 31.7.1903	2 1/2 % \$100
Fraser and Neave, Limited	4,500	\$50	\$50	{ none Tls. 30,000 }	\$2,700	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 % \$270
Green Island Cement Company, Limited	100,000	\$10	\$10	{ none Tls. 30,000 }	\$95,034	\$5 for 1904	7 1/2 % \$950
Do. (New Issue)	50,000	\$10	\$10	{ none Tls. 30,000 }	\$95,034	First Year	100 % \$950
Hall & Holt, Limited	21,000	\$20	\$20	{ none Tls. 30,000 }	\$7,551	Final of \$1 1/2 making \$2 1/2	0 1/2 % \$27 1/2 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £23,109 £23,000 }	£7,635	\$1 div. and 2/- bonus for 1903	7 1/2 % \$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none Tls. 30,000 }	\$1,747	{ \$1.00 for year ending 30.4.1904 50 cents }	5 1/2 % \$174 1/2 sales
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5	{ none Tls. 30,000 }	\$2,700	\$1 1/2 for year ending 30.11.1904	7 1/2 % \$270 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ none Tls. 30,000 }	\$5,336	Final of \$15 making \$17 for 1904	7 % \$153 buyers
Hongkong Roe Manufacturing Company, Ltd.	10,000	\$50	\$50	{ none Tls. 30,000 }	\$11,137	\$10 for 1904	7 % \$111 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ none Tls. 30,000 }	\$2,900	{ Final of 70 cts. and 30 cts. bonus making \$1.00 for the year ended 30.9.04 }	6 1/2 % \$174 buyers
Katz Brothers, Limited	10,000	\$100	\$100	{ none Tls. 30,000 }	\$3,400	\$8 for 1904	100 % \$340 sales
Laas, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ none Tls. 30,000 }	\$2,152	Interim of \$2 1/2	7 1/2 % \$215 1/2 sales
Maatschappij tot Mijn- bouw en Landbouwen- plaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 320,210 Tls. 19,465 }	Tls. 35,849	2nd quarterly of Tls. 5 paid 15.6.05 mak- ing 10 for Tls. 12 1/2 for 1905	15 1/2 % Tls. 217 1/2 sales
Maynard and Company, Limited	3,400	\$10	\$10	{ none Tls. 30,000 }	\$7,551	\$2 for year ended 31.10.1904	0 % \$33
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 30,000 }	Dr. Tls. 117,638	Tls. 1 for 1902	0 % Tls. 25 sales
Moutrie (S.) & Company, Limited	4,000	\$50	\$50	{ none Tls. 30,000 }	\$832	{ Final of \$3 making \$5 for the year ending 30.6.04 }	0 % \$84 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ none Tls. 30,000 }	Dr. \$5,537	None	0 % \$550
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 100,172 }	Tls. 8,011	Final of Tls. 5 making Tls. 4 1/2 for 1904	7 % Tls. 513 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 25,000 }	Tls. 10,247	Tls. 4 for 1903	6 1/2 % Tls. 102 1/2 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 25,000 }	Tls. 10,247	Final of Tls. 8 making Tls. 14 1/2 for 1904	6 1/2 % Tls. 102 1/2 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 170,000 Tls. 20,000 }	Tls. 17,250	\$64 for 37 1/2 making \$16 for 1904	4 1/2 % \$80
Singapore Dispensary, Limited	6,000	\$5	\$5	{ none Tls. 30,000 }	Dr. \$5,000	None	100 % \$50 buyers
South China Morning Post, Limited	6,000	\$5	\$5	{ none Tls. 30,000 }	\$3,444	{ 60 cents for year ended 31.5.04 First year }	7 1/2 % \$344 1/2 buyers
Steam Laundry Company, Limited	10,000	\$10	\$10	{ none Tls. 30,000 }	\$700	\$10 for second half year 1904	13 1/2 % \$700 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	{ none Tls. 30,000 }	\$84,613	{ 6d. div. and 35 cents bonus for half year ended 30.9.1904 }	6 1/2 % \$84 1/2
Straits Trading Company, Limited	350,000	\$10	\$10	{ none Tls. 30,000 }	Tls. 2,211	Tls. 2 for half year	0 1/2 % Tls. 100
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	{ none Tls. 15,259 }	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1904	6 1/2 % Tls. 123
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	{ none Tls. 15,259 }	Tls. 2,211	{ 90 cents for year ending 31.5.1904 \$2.70 }	10 1/2 % \$270
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ none Tls. 30,000 }	\$12,604	\$1 for 1903	8 1/2 % \$126 sales
Watkins, Limited	100	\$10	\$10	{ none Tls. 30,000 }	\$6,000	Final of 50 cents making \$1 for 1904	4 % \$60 buyers
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	{ none Tls. 30,000 }	\$88	Interim of 50 cents for year 1904/1905	10 1/2 % \$88 sales
William Powell, Limited	12,000	\$10	\$10	{ none Tls. 30,000 }	\$88	Interim of 50 cents for year 1904/1905	10 1/2 % \$88 sales